

CITY OF VANCOUVERREGULAR COUNCIL MEETING

A Regular Meeting of the Council of the City of Vancouver was held on Tuesday, May 18, 1976, in the Council Chamber, commencing at 2:00 p.m.

PRESENT: Mayor Phillips
Aldermen Bird, Bowers, Boyce, Cowie (2:40 p.m.),
Harcourt, Kennedy, Marzari, Rankin,
Sweeney and Volrici

CLERK TO THE COUNCIL: D.H. Little

PRAYER

The proceedings in the Council Chamber were opened with prayer.

ACKNOWLEDGEMENT

The Mayor acknowledged the presence in the Council Chamber of students from the Employment Orientation for Women Class at Vancouver Community College, under the direction of their instructor, Ms. Betsy McDonald.

'IN CAMERA' MEETING

The Council was advised that there were matters to be considered 'In Camera' later this day.

ADOPTION OF MINUTES

MOVED by Ald. Bowers,
SECONDED by Ald. Sweeney,

THAT the Minutes of the Special Council meeting (Public Hearing) of May 6, 1976, and the Minutes of the Regular Council meeting of May 11, 1976, with the exception of the 'In Camera' portion, be adopted.

- CARRIED UNANIMOUSLY

COMMITTEE OF THE WHOLE

MOVED by Ald. Bird,
SECONDED by Ald. Sweeney,

THAT this Council resolve itself into Committee of the Whole, Mayor Phillips in the Chair.

- CARRIED UNANIMOUSLY

REPORT REFERENCE

Audit and Financial Report for
Year Ended December 31, 1976

Mr. Gardiner and Mr. Shaw of Thorne, Riddell & Co., the City's external auditors, gave a brief report reference with respect to their report on the City of Vancouver Financial Statements for the year ended December 31, 1976.

MOVED by Ald. Rankin,

THAT the presentation of Thorne Riddell & Company and the financial report, be received.

- CARRIED UNANIMOUSLY

UNFINISHED BUSINESS AND DELEGATIONS

Rezoning Application - N/E Corner
Collingwood Street & 41st Avenue

Council on March 23, 1976, when considering the report of the City Manager (Building & Planning matters), dated March 19, 1976, on the above rezoning application, passed the following motion:

"THAT Mr. Frank Musson, the applicant who is applying for rezoning, be advised that Council does not view his application with favour and if he so wishes he may appear before Council as a delegation to discuss the matter."

Mr. Musson addressed Council and summarized the present position with respect to his application. He suggested that in view of the fact that Council later this day will be considering a proposal that the Director of Planning study development of policy on low-density multiple housing in RS-1 areas and that the City intends proceeding with some low-density multiple housing developments on its own lands, that his application be held in abeyance for 12 months. After that time, should the City's policy be to encourage low-density multiple housing in RS-1 areas, Mr. Musson's application be reconsidered.

MOVED by Ald. Volrich,

THAT no action be taken at this time on the application of Mr. Musson to rezone the north-east corner of Collingwood and 41st Avenue.

- CARRIED UNANIMOUSLY

Appeal - Retention of Dwelling
Unit, 4578 Moss Street

On April 27, 1976, Council deferred consideration of a Manager's report (Building & Planning matters, dated April 23, 1976, on the above matter, to permit Mr. D. Martin, the owner, to appeal the decision of the Hardship Committee that his application to retain a basement dwelling unit at 4578 Moss Street be refused.

Mr. Martin addressed Council and circulated a financial statement showing his monthly income and expenses. He stated that he is living in the basement suite and if use of the suite is to be discontinued, he will have no accommodation for the next month, as he will be required to give notice to one of the tenants in the other two suites.

MOVED by Ald. Bird,

THAT Mr. Martin's representation be received and the decision of the Hardship Committee to refuse retention of the basement dwelling unit at 4578 Moss Street, be approved.

- CARRIED UNANIMOUSLY

DELEGATIONS & CITY MANAGER'S REPORTS

Finance Matters
(May 14, 1976)

Claims - Sunset Ice Rink
(Clause 5)

Council on May 11, 1976, approved a request from Mr. J.T.P. Wong to address Council on behalf of 16 citizens in the area adjacent to the Sunset ice rink. Council had for information a Manager's report dated May 14, 1976, in which the Director of Legal Services set out the situation with respect to this matter.

cont'd....

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DELEGATIONS & CITY MANAGER'S REPORTS (cont'd)

Finance Matters
(May 14, 1976) (cont'd)

Claims - Sunset Ice Rink
(Clause 5) (cont'd)

MOVED by Ald. Rankin,
THAT the City Manager be instructed to have the appropriate staff inspect the damaged houses for report back to Council.

- CARRIED

(Aldermen Bird, Bowers and the Mayor opposed)

(At this point in the proceedings, Alderman Cowie joined the meeting)

UNFINISHED BUSINESS & DELEGATIONS (cont'd)

Information Centres -
Grant Request

Council on May 11, 1976, deferred consideration of a clause in the report of the Standing Committee on Community Services dated April 29, 1976, pending the hearing of a delegation from the Information Services Joint Committee.

Mr. R.W. Smedes, Executive Assistant of Information Services Joint Committee, addressed Council and asked for Council's assistance with respect to obtaining funding from the senior levels of government to enable continuation of the information services. He circulated to Council a letter from the West End Information Centre also requesting Council's support in this matter.

Representatives of the Renfrew/Collingwood Information Centre and the West End Information Centre also addressed Council on this matter.

MOVED by Ald. Rankin,

THAT Council approve a grant of \$7,161.00 to the Information Services Joint Committee for a one month continuation of the operation of the 13 information centres in the City.

- CARRIED BY THE
REQUIRED MAJORITY

(Aldermen Bowers, Kennedy and the Mayor opposed)

MOVED by Ald. Marzari,

THAT Council make representations to the Secretary of State, the Department of Health and Welfare and the Provincial Department of Human Resources re continuation of funding of Vancouver information centres by whatever means possible.

- CARRIED

(Aldermen Bird, Bowers, Boyce, Kennedy and the Mayor opposed)

UNFINISHED BUSINESS (cont'd)

Application to Convert Gasoline Stations
at 2403 Granville and 500 Kingsway to
Self-Serve - Merit Oil Co. Ltd.

Council on March 16, 1976, deferred the following motion of Alderman Harcourt and the report of the City Manager dated February 20, 1976, pending a report from the City Manager on the City's experience to date with self-serve gas stations:

cont'd....

UNFINISHED BUSINESS (cont'd)

Application to Convert Gasoline Stations
at 2403 Granville and 500 Kingsway to
Self-Serve - Merit Oil Co. Ltd. (cont'd)

"THAT the application of Merit Oil Company to convert its stations at 2403 Granville at 8th Avenue and 500 Kingsway at St. George Street to self-serve operation be approved;

FURTHER THAT these conversions be added to the list of permitted self-serve gasoline station locations in Schedule B of the License By-law controlling self-service gasoline stations."

On May 4, 1976, Council considered a report of the City Manager dated April 30, 1976, dealing with self-service gasoline retailing in the City of Vancouver but did not approve the suggestions of the Director of Planning for amendments to the present system.

Alderman Harcourt's deferred motion was put and LOST.

(Alderman Bird, Kennedy, Marzari, Rankin,
Sweeney and Volrich opposed)

Policy on Low Density Multiple
Housing in RS-1 Areas

Council on May 11, 1976, deferred the above clause of the report of the Standing Committee on Planning and Development dated April 29, 1976, to this meeting.

MOVED by Ald. Bowers,

THAT the following recommendation of the Committee be approved:

"That Council instruct the Director of Planning to study and report back on the feasibility of an overall policy designed to permit limited townhouse development in appropriate RS-1 areas while maintaining neighbourhood stability; such report to include an analysis of the impact such a policy might have on RS-1 land values and hence on the likelihood of speculation and intensified development pressure.

- CARRIED

(Alderman Bird opposed)

COMMUNICATIONS OR PETITIONS

1. Building Permit Application

MOVED by Ald. Rankin,

THAT the request of Mrs. Margery Dallas to appear as a delegation before Council with respect to the delay in the issuance of her building permit be approved.

- CARRIED UNANIMOUSLY

2. Request for City Representation at
Public Hearing re Transcontinental
Passenger Train Services

Council noted a letter dated April 18, 1976, from the Vancouver Joint Council of Railway Unions advising of a Public Hearing concerning transcontinental passenger train services (Montreal/Toronto - Vancouver), to be held in Vancouver on June 14, 1976.

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COMMUNICATIONS OR PETITIONS (cont'd)

Request for City Representation at
Public Hearing re Transcontinental
Passenger Train Services (cont'd)

The Joint Council requested Vancouver City Council make representations at this public hearing.

MOVED by Ald. Rankin,

THAT the Standing Committee on Finance and Administration prepare a brief for submission to the Public Hearing on transcontinental passenger train services to be held in Vancouver on June 14, 1976.

- CARRIED UNANIMOUSLY

3. Composition and Functions of the
Official Traffic Commission

Council had for consideration the following memorandum dated May 13, 1976, from Alderman Bird, Chairman of the Official Traffic Commission, on the composition and functions of the Official Traffic Commission:

"This report is submitted to express my concern regarding the function of the Official Traffic Commission.

The Official Traffic Commission is composed of the following members:

1. Two Aldermen (currently Alderman Marzari and myself)
2. One representative of the School Board
3. One representative of the Vancouver Traffic and Safety Council
4. City Manager (or his representative)
5. City Engineer (or his representative)
6. Director of Legal Services (or his representative)
7. Chief of Police (or his representative)

The following bodies are represented in an advisory capacity:

1. B.C. Hydro Safety Officer
2. Vancouver Parent-Teacher Council

The powers and duties of this Commission are as noted:

1. The Commission shall hold meetings at the call of the Chair.
2. To investigate, consider, and make recommendations to Council on traffic matters, both legislative and administrative, referred to it by the Council, any Committee of the Council, the Vancouver Police Board civic officials, or any public body or persons, and on its own initiative such traffic matters as it may deem advisable. Such traffic matters shall include those pertaining to the regulation and control of traffic on the streets of the City, including automatic devices (e.g. traffic signals), signs and markings for controlling and regulating all traffic, as well as the best methods of obtaining and for enforcing such regulation and control.
3. To consult with private persons and public bodies for the purpose of obtaining their views and advice preparatory to making recommendations to Council on any matter before the Commission.
4. To recommend such measures as will serve to co-ordinate the activities of City departments concerned with street traffic.

cont'd....

COMMUNICATIONS OR PETITIONS (cont'd)

Composition and Functions of the
Official Traffic Commission (cont'd)

Decisions are made on traffic matters by the Official Traffic Commission. However, these decisions are not final until City Council considers the various matters and votes on them. On the routine items, Council usually endorses the OTC position. However, on more controversial matters (such as a request for a pedestrian signal opposed by the OTC) Council generally rejects the OTC recommendation and goes along with the public requests.

The last meeting of the OTC took place on the evening of April 7th. The meeting agenda consisted of eight items, three of which were requests by members of the public for traffic signals. The Engineering Department was opposed to these traffic signals since they clearly didn't meet the warrants as approved by Council in 1974. This meeting lasted two hours and forty minutes during which most of this time was devoted to hearing several delegations relative to the foregoing requests for traffic signals. The OTC then voted that signals were not required at any of these three (3) locations. At this same meeting, the Engineering Department presented its annual signal program and it proposed the installation of sixteen new traffic signals based upon the technical warrants. The OTC approved this program unanimously.

City Council considered these OTC reports on May 4. At the time Council approved the routine and informational items in the report along with the 1976 Traffic Signal Program. However, Council granted the delegations a hearing on the three traffic signal requests rejected by the OTC. This took about two hours of the Council meeting at the end of which the three traffic signal requests were approved. This same conflict between the OTC recommendations and Council's recommendations has occurred on many occasions in the past.

I would like to remind Council that the warrant for the pedestrian signal at Victoria and 22nd Avenue had a rating of 54, while the others were considerably less. There have been requests received for the installation of 35 pedestrian signals that have a warrant greater than 54 and, if approved, would cost approximately \$280,000. Therefore, to provide equitable treatment throughout the City, these also should be considered for installation.

I would also remind my associate Aldermen that if they forward correspondence to a Committee supporting the installation of a pedestrian signal, they have no other recourse but to support it when it comes before Council, regardless of the warrant. As a courtesy gesture, I would expect my associates to forward copies of their correspondence to the Chairman of the Official Traffic Commission.

The Official Traffic Commission was set up to relieve Council of a very large number of detailed technical considerations related to traffic. This can only be achieved if Council respects the OTC's recommendations. If it does not, it is my opinion that there will be continuing conflict and a great deal of wasted time by members of the OTC. Under these conditions, the OTC can no longer function properly and therefore should be disbanded. If it is to be disbanded, I think these traffic functions should be assigned directly to the Engineering Department with appeals going to Council for consideration.

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COMMUNICATIONS OR PETITIONS (cont'd)

Composition and Functions of the
Official Traffic Commission (cont'd)

I have discussed this matter with the City Engineer and, in his opinion, the most effective way to consider the large number of traffic issues which occur annually is in order of preference: (a) a properly functioning Official Traffic Commission operating under policies approved by Council itself; (b) failing that, a Committee of Council such as the Planning and Development Committee; (c) direct decision by the Engineering Department with appeals going to Council.

The City Engineer has considered (c) the worst solution because this will result in a very large number of appeals before Council and will be extremely time-consuming for Council.

It should be acknowledged that if the Engineer approves every traffic signal request received, the programme will be in the million dollar range. Recognizing the rate at which pedestrian signals are being approved for installation, soon arterial traffic will be faced with significant delays for most days of the week. This will lead to increasing an undesirable diversion via adjacent residential streets to avoid congestion.

Under the present circumstances, the Official Traffic Commission is not functioning as it was intended originally and as Council is going to make the final decision on all appeals, I therefore recommend that article (c) above be approved and I therefore request that I be relieved of my position as Chairman of the Official Traffic Commission."

MOVED by Ald. Bird,

THAT, effective immediately, all traffic issues formerly handled by the Official Traffic Commission, be referred for decision directly to the Engineering Department, on the understanding there will be a right of appeal to Council;

FURTHER THAT the Official Traffic Commission be disbanded immediately.

- CARRIED

(Aldermen Cowie, Kennedy, Marzari, Rankin and Sweeney opposed)

CITY MANAGER'S AND OTHER REPORTS (cont'd)

A. MANAGER'S GENERAL REPORT
MAY 14, 1976

Works & Utility Matters
(May 14, 1976)

The Council considered this report which contains two Clauses identified as follows:

- Cl. 1: Tenders Numbered 764 & 765 - Curbs and Pavements on Sundry Streets and Lanes
- Cl. 2: Purchase of Overhead Street Lights from B.C. Hydro

The Council took action as follows:

Clauses 1 and 2

MOVED by Ald. Bird,

THAT the recommendations of the City Manager contained in Clauses 1 and 2 be approved.

- CARRIED UNANIMOUSLY

CITY MANAGER'S AND OTHER REPORTS (cont'd)

Building & Planning Matters
(May 14, 1976)

The Council considered this report which contains five
Clauses identified as follows:

- Cl. 1: Capitol Theatre Sign, 820 Granville Street -
Sign Requiring Special Approval by Council
- Cl. 2: Cedar Cottage N.I.P. Appropriation - Clark Park
- Cl. 3: Rezoning Application - 3730-3750 Fraser Street
- Cl. 4: Wind Up Proceedings - Standard Oil Co. of B.C. Ltd.
- Cl. 5: Kitsilano N.I.P. - Lump Sum Payment for Child
Care Groups

The Council took action as follows:

Capitol Theatre Sign, 820 Granville
Street - Sign Requiring Special
Approval by Council (Clause 1)

MOVED by Ald. Cowie,

THAT this matter be referred to the Design Panel for
consideration and report to Council.

- CARRIED UNANIMOUSLY

Clauses 2, 3, 4 and 5

MOVED by Ald. Marzari,

THAT the recommendations of the City Manager contained in
Clauses 2, 3, 4 and 5 be approved.

- CARRIED UNANIMOUSLY

Fire & Traffic Matters
(May 14, 1976)

The Council considered this report which contains three
Clauses identified as follows:

- Cl. 1: Street Closures in Gastown and Chinatown to
Accommodate Festival Habitat
- Cl. 2: City Operations on a Four Day Week or Nine
Day Fortnight - Turn Down Traffic Volume
- Cl. 3: Street Closure - Robson from Burrard to
Thurlow for Festivities Related to Habitat

The Council took action as follows:

Street Closures in Gastown and Chinatown
to Accommodate Festival Habitat
(Clause 1)

MOVED by Ald. Kennedy,

THAT the request of the Habitat Festival Society for street
closures in Gastown and Chinatown on Friday, June 4th, Saturday,
June 5th and Sunday, June 6th, 1976, to accommodate Festival
Habitat street activities, be approved, subject to the following
conditions:

- (1) The applicant enter into an arrangement satisfactory
to the Director of Legal Services indemnifying the
City against all claims that may arise from the
proposed closures. Such indemnity to be in the form
of Insurance in which the City of Vancouver is named
insured.
- (2) That any food concessions be approved by the City
Health Department.

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CITY MANAGER'S AND OTHER REPORTS (cont'd)

Fire & Traffic Matters
(May 14, 1976) (cont'd)

Street Closures in Gastown and Chinatown
to Accommodate Festival Habitat
(Clause 1) (cont'd)

- (3) That all relevant licenses be obtained by the applicant prior to the event.
- (4) That any structures or attachments to street furniture on the street be approved by the City Engineer.
- (5) That unrestricted access be provided for emergency vehicles.

- CARRIED UNANIMOUSLY

City Operations on a Four Day Week
or Nine Day Fortnight - Turn Down
Traffic Volume (Clause 2)

For Council action on this Clause, see page 11.

Street Closure - Robson from Burrard
to Thurlow for Festivities related
to Habitat (Clause 3)

MOVED by Ald. Kennedy,
THAT Robson Street from Burrard to Thurlow Streets be closed on Saturday, June 5, 1976, from 9:00 a.m. to 11:00 p.m. for festivities related to Habitat;

FURTHER THAT this approval be subject to the following conditions:

- (1) The applicant enter into an arrangement satisfactory to the Director of Legal Services indemnifying the City against all claims that may arise from the proposed closure. Such indemnity to be in the form of insurance in which the City of Vancouver is named insured.
- (2) That any food concessions be approved by the City Health Department.
- (3) That all relevant licenses be obtained by the applicant prior to the events.
- (4) That any structures to be erected on the street or any attachments to street furniture be approved, before installation, by the City Engineer.
- (5) That unrestricted access be provided for emergency vehicles.
- (6) That the street activity programme to be to the satisfaction of the Director of Social Planning.

- CARRIED UNANIMOUSLY

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At this point in the proceedings, the Council agreed to vary the agenda to consider the following Manager's report dated May 18, 1976, with respect to a Development Permit Application #67839 for 1717 Adanac Street:

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CITY MANAGER'S AND OTHER REPORTS (cont'd)

1717 Adanac Street -
D.P.A. #67839 (cont'd)

"The Director of Planning reports as follows:

"A brief report on the history of this application has been requested by Aldermen Harcourt and Volrich.

BRIEF HISTORY

1. On August 9, 1974: application was filed by Alton K. Hanson, Architect, to rezone the sites at 1717 Adanac Street and 740 Commercial Drive (Appendix I) from RM-3 Multiple Dwelling District to CD-1 Comprehensive Development District.
2. August 9, 1974: Mr. Hanson filed Development Permit Application #67839 to construct a highrise apartment building for senior citizens on the one site at 1717 Adanac Street only.
3. November 26, 1974: City Council at a Public Hearing, after receiving recommendations from the Vancouver City Planning Commission and the Technical Planning Board, approved the rezoning of the two sites to CD-1 Comprehensive Development District (Appendices II, III & IV).
4. December 3, 1974: Mr. Hanson advised of Council's decision (Appendix V).
5. December 10, 1974: The CD-1 By-law was enacted by City Council (Appendix VI).
6. December 12, 1974: A letter was sent to the applicant advising him of the decision of the Director of Planning regarding Development Permit Application #67839. A time limit of February 28, 1975 was given for the applicant to meet conditions prerequisite to the issuance of the development permit. Subsequently, 4 extensions of time were granted.
7. April 21, 1976: Further revised drawings were submitted which did not meet the conditions. The development as indicated on these revised drawings also exceeded the floor space ratio and height of the original submission.
8. April 26, 1976: A letter was sent by the department to the applicant advising him of the conditions still not complied with (Appendix VII).

It should also be noted that a meeting is being arranged for later this week between some members of Council, the Architect, representatives of the Vancouver East Lions Society and representatives of the Planning Department."

The City Manager submits the foregoing report for the INFORMATION of City Council."

Council heard briefly from representatives of the Vancouver East Lions Society who requested that the whole of the site be rezoned to a floor space ratio of 2.20.

MOVED by Ald. Bowers

THAT the necessary action be taken to submit for consideration at a Public Hearing, the matter of rezoning of Lots 15, 16, 17, 18 and F of 8, Block D, D.L.183, situated on the north-east corner of Commercial Drive and Adanac Street, to permit development based on a floor space ratio of 2.20;

FURTHER THAT the Vancouver City Planning Commission be requested to report on the matter directly to the Public Hearing.

- CARRIED UNANIMOUSLY

(Appendices referred to in report are on file in the City Clerk's Office)

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The Council recessed at approximately 3:50 p.m. and following an 'In Camera' meeting in #3 Committee Room, reconvened in open session at 4:10 p.m.

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CITY MANAGER'S AND OTHER REPORTS (cont'd)

Fire & Traffic Matters
(May 14, 1976) (cont'd)

City Operations on a Four Day Week
or Nine Day Fortnight - Turn Down
Traffic Volume (Clause 2)

MOVED by Ald. Bowers,
THAT recommendation (b) of the City Engineer contained in
this Clause be approved.

- LOST

(Aldermen Bird, Boyce, Cowie, Harcourt, Kennedy, Marzari,
Rankin, Sweeney, Volrich and the Mayor opposed)

MOVED by Ald. Bowers,
THAT recommendation (a) of the City Engineer contained in
this Clause be approved;

FURTHER THAT the City Manager report back to Council for
information.

- CARRIED

(Aldermen Rankin, Sweeney and Volrich opposed)

Finance Matters
(May 14, 1976)

The Council considered this report which contains five
Clauses identified as follows:

- Cl. 1: Automatic Typewriter - Planning Department
- Cl. 2: Staff Requirement - Inspection Services
- Cl. 3: F.P.-28, Cordova Lodge (Hard to House Facility)
- Cl. 4: Suggestions Meriting Awards
- Cl. 5: Claims - Sunset Ice Rink

The Council took action as follows:

Clauses 1, 2, 3 and 4

MOVED by Ald. Volrich,
THAT the recommendations of the City Manager contained in
Clauses 1, 2, 3 and 4 be approved.

- CARRIED UNANIMOUSLY

Claims - Sunset Ice
Rink (Clause 5)

For Council action on this Clause, see pages 2 and 3.

Personnel Matters
(May 14, 1976)

Summer Hours, 1976 - Inside
and Related Staff (Clause 1)

MOVED by Ald. Bowers,
THAT the recommendation of the City Manager contained in
this Clause be approved.

- CARRIED UNANIMOUSLY

CITY MANAGER'S AND OTHER REPORTS (cont'd)

Property Matters
(May 14, 1976)

The Council considered this report which contains five
Clauses identified as follows:

- Cl. 1: Mortgage of Two Leases by City to R.E. Porter Ltd.
- Cl. 2: Establishment for Road Purposes - V/E Corner of
King Edward and Ontario
- Cl. 3: Establishment for Road Purposes - W/S Commercial
and North of Kingsway
- Cl. 4: Amendment to Lease of Premises at 250 Terminal
- Cl. 5: Special Survey Area 46th Avenue to 47th Avenue
West of Boundary Road, NE¼, D.L. 339

The Council took action as follows:

Clauses 1, 2, 3, 4 and 5

MOVED by Ald. Boyce,

THAT the recommendations of the City Manager contained in
Clauses 1, 2, 3, 4 and 5 be approved.

- CARRIED UNANIMOUSLY

B. Action by City Council on Proposed
Expansion of Vancouver International
Airport

Council considered the following motion which was

MOVED by Ald. Boyce,

THAT WHEREAS only 8% of the population use the airlines
regularly;

AND WHEREAS the average plane is only 60% full;

AND WHEREAS very little has been done to schedule flights
so as to flatten out peak demand periods;

AND WHEREAS a third runway would mean an additional terminal,
bigger and bigger parking lots, and a further deterioration of the
South Vancouver environment in many ways including noise;

AND WHEREAS federal public funds for transportation could be
better spent on a Greater Vancouver Regional District mass rapid
transit system;

THEREFORE BE IT RESOLVED THAT Vancouver City Council goes
on record as opposed to the building of a third runway at Vancouver
International Airport and that it inform the Ministry of Transport
accordingly.

- LOST

(Aldermen Bird, Bowers, Cowie, Kennedy, Sweeney, Volrich
and the Mayor opposed)

Council also had before it for consideration a suggested
position paper on airport expansion submitted by Alderman
Bowers, Chairman of the Standing Committee on Planning and
Development.

Following consideration of Alderman Bowers' submission, the
Council took action as follows:

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CITY MANAGER'S AND OTHER REPORTS (cont'd)Action by City Council on Proposed
Expansion of Vancouver International
Airport (cont'd)

MOVED by Ald. Rankin,
THAT

- (a) The City of Vancouver recognizes the value of adequate airport service to industry, commerce, tourism and recreational travel, and appreciates the role of the Minister in providing for such adequate service;
- (b) The City is not in favour of any extensions of runways into the sea, and further urges the Minister to ensure that any dredging of sand in the estuary be done only after consultation with the Ministry of the Environment to ensure that the ecology is not damaged;
- (c) Since many Vancouver residents are disturbed by noise from the operation and testing of aircraft - and since the degree of nuisance depends greatly on the operational procedures governing the airport and its airspace, the City urges the Minister to establish forthwith a continuing committee to oversee the drawing up of such procedures and to monitor their effects, such committee to include representatives of the City of Vancouver and of other affected municipalities who would report annually to their respective Councils;
- (d) That any future expansion of access to the airport be by way of a rapid transit service linking Vancouver with the airport.

- CARRIED UNANIMOUSLY

Also submitted for consideration was a Manager's report dated May 10, 1976, in which the Director of Planning reported as follows:

"On April 6th, 1976, City Council held a Public Meeting to receive briefs concerning the proposed expansion of Vancouver International Airport. Speakers at the meeting raised a great number of points, both for and against the proposed expansion. For Council's use, the Planning Department has summarized the major points and concerns in tabular form. This table is attached as Appendix A. It needs to be emphasized that this table is necessarily a simplification of some very complex issues and is subject to all the pitfalls usually associated with reducing complexity.

The Planning Department is still of the opinion that the arguments on either side are not yet proven and that the most reasonable course of action to take at the present time is to deliberately postpone a decision. Our opinion is based on two observations.

- (1) There is little or no need to make a decision now. The Ministry of Transport's own projections of traffic demand can be handled by the present runway system until 1983 without even changing air traffic control methods so as to reduce peak hour volumes. Given that a five-year period may be needed to construct any new runway facility, this still allows another two years in which a decision can be made.
- (2) There are enough reasonable doubts about the desirability of expansion to warrant additional work before making a decision. A further two years would allow a considerably better judgement as to whether air traffic demand will be likely to continue to increase at presently projected rates. It will also permit noise mitigation procedures to be implemented and tested before starting construction. This is essential since there is considerable doubt that the planned procedures are effective and feasible. Finally, another two years can better

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CITY MANAGER'S AND OTHER REPORTS (cont'd)Action by City Council on Proposed
Expansion of Vancouver International
Airport (cont'd)

assure that the proposed runway will be constructed in a manner compatible with the surrounding community and the ecology of the area, especially that of the Fraser River Estuary and Delta. Procedures to reduce environmental impact need to be more fully detailed and demonstrated effective before a decision is made.

The Director of Planning, therefore, RECOMMENDS that:

- (1) Council resolve that it supports the decision option titled "The Case for Postponing a Decision on Expansion of Vancouver International Airport Unless and Until Certain Vital Conditions Are Met" (from the Airport Planning Committee Final Report and attached to this report as Appendix B). This option has been supported by City staff to date.
- (2) Council send a letter to the Minister of Transport, informing him that it believes the case for or against expansion at Vancouver International Airport has not yet been made and recommending that he postpone the decision on expansion. Council support of the above referenced decision option should be stated and the necessity for implementation and trial of all feasible noise mitigation procedures should be emphasized.

The City Manager submits the above recommendations of the Director of Planning for Council CONSIDERATION."

(Attachments referred to on
file in the City Clerk's Office)

MOVED by Ald. Bird,

THAT the recommendations of the Director of Planning contained in the foregoing report be approved.

- CARRIED UNANIMOUSLY

C. Landscaping and Paving -
Phase I, Area 6, False Creek

Council had for consideration a report of the City Manager dated May 17, 1976, in which the Development Consultant and the City Engineer reported on the landscaping and paving for Phase I, Area 6, False Creek.

The Mayor requested that he be excused from voting on this matter because of conflict of interest.

MOVED by Ald. Cowie,

THAT Mayor Phillips be excused from voting on this matter.

- CARRIED UNANIMOUSLY

Mr. D. Sutcliffe, Development Consultant - False Creek, addressed Council on this item and filed with the Clerk letters from Mr. R.A. Worcester, False Creek Interim Council and Frank Stanzl Construction Ltd., indicating that the majority of the sponsors and future residents of the area, are not in favour of the use of concrete in place of quartzite flagstone in the pedestrian areas.

MOVED by Ald. Harcourt,

THAT the recommendations of the City Manager contained in this report be approved.

- CARRIED

(Alderman Rankin opposed)

(Mayor Phillips was excused from voting on this matter)

Regular Council, May 18, 1976 15

CITY MANAGER'S AND OTHER REPORTS (cont'd)

I. Report of Standing Committee
on Housing and Environment,
May 6, 1976

The Council considered this report which contains two
Clauses identified as follows:

- Cl. 1: Painted Wall Signs
- Cl. 2: Trails and Access Program for B.C.

The Council took action as follows:

Clauses 1 and 2

MOVED by Ald. Harcourt,

THAT Clause 1 be received for information and the recommendation
of the Committee contained in Clause 2 be approved.

- CARRIED UNANIMOUSLY

II. Report of Standing Committee
on Community Services,
May 6, 1976

The Council considered this report which contains three
Clauses identified as follows:

- Cl. 1: Morning Star Educational Society - Grant Request
- Cl. 2: 'Dance Machine' Cabaret - Interim Report
- Cl. 3: Transportation for the Elderly and Disabled

The Council took action as follows:

Clauses 1 and 2

MOVED by Ald. Rankin,

THAT Clauses 1 and 2 be received for information.

- CARRIED UNANIMOUSLY

Transportation for the Elderly
and Disabled (Clause 3)

Ms. Susan Anderson, Social Planning Department, addressed
Council and indicated the wrong estimate was submitted to the
Committee with respect to resolution (a) i.e. the amount of
\$110,713.00 should read \$127,477.00. This latter amount would
provide a one-way base fare of \$1.00 and an average fare of
\$1.20.

MOVED by Ald. Rankin,

THAT a grant of \$127,477.00 to the B.C. Lions Society for
Crippled Children be approved, \$50,925 of which would cover
the period from July, 1975, to June, 1976, and \$76,552 of which
would provide service from July, 1976, to December, 1976;

FURTHER THAT the source of funds be contingency reserve.

- CARRIED BY THE
REQUIRED MAJORITY

(Aldermen Bird, Bowers and Volrich opposed)

cont'd....

CITY MANAGER'S AND OTHER REPORTS (cont'd)

Report of Standing Committee
on Community Services,
May 6, 1976 (cont'd)

Transportation for the Elderly
and Disabled (Clause 3) (cont'd)

MOVED by Ald. Rankin,
THAT the following resolutions of the Committee be
approved:

"That the City Engineer be requested to report to the
Community Services Committee on the feasibility of
using the two vans recently purchased by the City for
the turn down traffic volume project for the trans-
portation of disabled persons (including the elderly).

Request the Chairman and members of the Community
Services Committee and the Director of Social Planning
to meet with the Ministers of Municipal Affairs and
Human Resources to discuss management and financing
of transportation services for the disabled and report
back to City Council on the results of these meetings."

- CARRIED UNANIMOUSLY

III. Report of Standing Committee
on Finance & Administration,
May 13, 1976

1976 Grant Request - Vancouver
Art Gallery (Clause 1)

MOVED by Ald. Volrich,
THAT the recommendation of the Committee contained in this
Clause be approved.

- CARRIED UNANIMOUSLY AND
BY THE REQUIRED MAJORITY

- - - - -

G.V.R.D. Matters

Alderman Bowers, advised that the Standing Committee on
Planning and Development, at its meeting on May 13, 1976,
considered the matter of Still Creek and recommended

- A. That the Greater Vancouver Sewer and Drainage District
be requested to maintain an ongoing monitoring program
on Still Creek in order to detect any significant
changes in water quality;
- B. That no further enclosures of Still Creek be permitted
south of Grandview Highway;
- C. That north of Grandview Highway, east of Cornett Road,
Still Creek be kept open where it is adjacent to a
road or public access;
- D. That north of Grandview Highway between Rupert Street
and Cornett Road, where Still Creek flows through
private properties, the owners be encouraged to keep
the Creek open; if this is not possible, the Creek may be
culverted and completely enclosed at the option of the
owner;

cont'd....

Still Creek (cont'd)

- E. That the City Engineer and the Greater Vancouver Sewer and Drainage District report back on the area north of Grandview Highway west of Rupert Street;
- F. That the owners of the properties between Rupert Street and Cornett Road north of Grandview Highway be requested to co-operate with the Provincial Trails Advisory Committee in providing an easement for a finished right-of-way suitable for a bicycle trail.

MOVED by Ald. Bowers,

THAT the foregoing recommendations of the Standing Committee on Planning and Development be approved.

- CARRIED UNANIMOUSLY

COMMITTEE OF THE WHOLE

MOVED by Ald. Harcourt,

THAT the Committee of the Whole rise and report.

- CARRIED UNANIMOUSLY

MOVED by Ald. Harcourt,

SECONDED by Ald. Boyce,

THAT the report of the Committee of the Whole be adopted.

- CARRIED UNANIMOUSLY

BY-LAWS

1. BY-LAW TO ASSESS CERTAIN REAL PROPERTY IN THE YEAR 1976 FOR THE PURPOSE OF DEFRAYING THE COSTS AND CHARGES WITH RESPECT TO THE MAINTENANCE OF THE TROUNCE ALLEY AND BLOOM ALLEY SQUARE LOCAL IMPROVEMENT PROJECT

MOVED by Ald. Volrich,

SECONDED by Ald. Bowers,

THAT the By-law be introduced and read a first time.

- CARRIED UNANIMOUSLY

The By-law was read a first time and the Presiding Officer declared the By-law open for discussion and amendments.

There being no amendments, it was

MOVED by Ald. Volrich,

SECONDED by Ald. Bowers,

THAT the By-law be given second and third readings and the Mayor and City Clerk be authorized to sign and seal the By-law.

- CARRIED UNANIMOUSLY

BY-LAWS (cont'd)

2. BY-LAW TO AMEND BY-LAW NO. 3575,
BEING THE ZONING AND DEVELOPMENT
BY-LAW (636 West 10th Avenue)

MOVED by Ald. Harcourt,

SECONDED by Ald. Bird,

THAT the By-law be introduced and read a first time.

- CARRIED UNANIMOUSLY

The By-law was read a first time and the Presiding Officer declared the By-law open for discussion and amendments.

There being no amendments, it was

MOVED by Ald. Harcourt,

SECONDED by Ald. Bird,

THAT the By-law be given second and third readings and the Mayor and City Clerk be authorized to sign and seal the By-law.

- CARRIED UNANIMOUSLY

(Alderman Marzari was excused from voting on this By-law)

MOTIONS

- A. Allocation of Land for Lane Purposes
(2037 East 5th Avenue)

MOVED by Ald. Volrich,

SECONDED by Ald. Marzari,

THAT WHEREAS the registered owner has conveyed to the City of Vancouver, for lane purposes, the following described lands:

North 10 feet of Lot 1 of Subdivision 'B', Block 149, District Lot 264A, Plans 304 and 1771

(2037 East 5th Avenue);

AND WHEREAS it is deemed expedient and in the public interest to accept and allocate the said lands for lane purposes;

THEREFORE BE IT RESOLVED THAT the above described lands so conveyed be, and the same are hereby accepted and allocated for lane purposes, and declared to form and constitute portions of lane.

- CARRIED UNANIMOUSLY

- B. Establishment of Land for Road Purposes
(N/E Corner of King Edward and Ontario)

MOVED by Ald. Volrich,

SECONDED by Ald. Marzari,

THAT WHEREAS the City of Vancouver is the registered owner of Lot 3, Block S $\frac{1}{2}$, D.L. 630, Plan 1168;

AND WHEREAS it is deemed expedient and in the public interest to establish the south seven feet of this lot for road purposes;

THEREFORE BE IT RESOLVED THAT the south seven feet of Lot 3, Block S $\frac{1}{2}$, D.L. 630, Plan 1168 be and the same is hereby established for road purposes and declared to form and constitute portion of road.

- CARRIED UNANIMOUSLY

MOTIONS Cont'd)

C. Establishment of Land for Road Purposes
(Walkway W/S Commercial North of Kingsway)

MOVED by Ald. Volrich,

SECONDED by Ald. Marzari,

THAT WHEREAS the City of Vancouver is the registered owner of Lots 52 to 55, South part of Block 12 and adjoining one foot of Block 14, D.L. 352, Plan 1536;

AND WHEREAS it is deemed expedient and in the public interest to establish the above described lands for road purposes;

THEREFORE BE IT RESOLVED THAT Lots 52 to 55, South part of Block 12 and adjoining one foot of Block 14, D.L. 352, Plan 1536 be and the same are hereby established for road purposes and declared to form and constitute portion of road.

- CARRIED UNANIMOUSLY

1. G.V.R.D. Livable Region Plan

At the Council Meeting on May 11, 1976, Alderman Harcourt submitted the following as Notice of Motion;

"THAT WHEREAS the City of Vancouver has endorsed the Greater Vancouver Regional District's Livable Region Plan, which calls on Vancouver to de-emphasize downtown office growth in favour of establishing other regional town centres, namely in Burnaby, New Westminster, West Vancouver, Coquitlam, Surrey and Richmond;

AND WHEREAS Federal and Provincial Governments and agencies should help reinforce the formation of alternate town centres;

THEREFORE BE IT RESOLVED THAT:

1. The Federal Government be urged to stop development of the Georgia and Hamilton block and relocate Federal office facilities to the other regional town centres;
2. The Provincial Government and the Insurance Corporation of British Columbia Board of Directors reconfirm their commitment to relocating ICBC headquarters to the New Westminster town centre;
3. The Provincial Government and B.C. Hydro Board of Directors be requested to not construct any office space in downtown Vancouver, but construct, instead, any additional office requirements in the other regional town centres."

Alderman Harcourt requested, and received permission to amend the above motion to read as follows:

MOVED by Ald. Harcourt

SECONDED by Ald. Rankin

THAT WHEREAS the City of Vancouver has endorsed the Greater Vancouver Regional District's Livable Region Plan, which calls on Vancouver to de-emphasize downtown office growth in favour of establishing other regional town centres, namely in Burnaby, New Westminster, West Vancouver, Coquitlam, Surrey and Richmond;

Cont'd...

MOTIONS (Cont'd)G.V.R.D. Livable Region Plan (Cont'd)

AND WHEREAS Federal and Provincial Governments and Agencies should help reinforce the formation of alternate town centres;

THEREFORE BE IT RESOLVED THAT:

- (a) the Federal Government be urged to reconsider the development of the Georgia and Hamilton block as planned and relocate some Federal office facilities to the other regional town centres;
- (b) The Provincial Government and the Insurance Corporation of British Columbia Board of Directors reconfirm their commitment to relocating ICBC headquarters to the New Westminster town centre;
- (c) The Provincial Government and B.C. Hydro Board of Directors be requested to not construct any office space in downtown Vancouver, but construct, instead, any additional office requirements in the other regional town centres.

- CARRIED UNANIMOUSLY

(Underlining denotes amendment)

2. Habitat

MOVED by Ald. Rankin,
SECONDED by Ald. Bird,

THAT a Committee composed of the Mayor, the City Manager and an Alderman to be named by Council, is hereby authorized to issue any executive or administrative decisions or orders with respect to any matter or issue arising out of or related to activities involved in the United Nations Habitat Conference and the Habitat Forum, and specifically the occupation of the Jericho lands by the Habitat Forum which would otherwise require approval of City Council, and to report such decisions and orders to the next meeting of the City Council thereafter;

FURTHER THAT Alderman Kennedy be appointed to the Committee as the Alderman.

- CARRIED UNANIMOUSLY

NOTICE OF MOTION

Alderman Volrach submitted the following Notice of Motion which was recognized by the Chair:

1. Hospital Strike

MOVED by Ald. Volrach,

THAT the Provincial Government be urged to immediately end the present strike of hospital workers by ordering the employees back to work;

FURTHER THAT the Government take steps to resolve the dispute by way of arbitration or otherwise.

(Notice)

ENQUIRIES AND OTHER MATTERS

Alderman Kennedy -
Harbour Park

advised that a number of citizens have forwarded an appeal to the Prime Minister that the Federal Government purchase the Harbour Park property from the City, and he requested the Mayor support this appeal.

The Mayor indicated that should the Federal Government wish to purchase the Harbour Park property, the City would be willing to consider their offer.

Aldermen Boyce & Kennedy -
Harcourt Development Ltd.
Contract re Harbour Park

both enquired when the contract with Harcourt Developments Ltd re Harbour Park is expected to be finalized.

The Director of Legal Services advised that the ground lease is now concluded and the other leases are expected to be finalized shortly probably before the end of May.

Alderman Marzari -
Leave of Absence

MOVED by Ald. Marzari,
SECONDED by Ald. Bird,

THAT Alderman Marzari be granted one month's leave of absence from May 19, 1976, to June 19, 1976.

- CARRIED UNANIMOUSLY

- - - - -

The Council adjourned at approximately 6:25 p.m.

* * * * *

The foregoing are Minutes of the Regular Council Meeting of May 18, 1976, adopted on June 1, 1976.

A. Phillips
MAYOR

B. W. Little
CITY CLERK

Manager's Report, May 14, 1976 (WORKS - 1)

WORKS AND UTILITY MATTERS

RECOMMENDATION:

1. Tenders Numbered 764 & 765 - Curbs and Pavements on Sundry Streets and Lanes

The City Engineer reports as follows:

"Tenders for curbs and pavements on sundry streets and lanes in the City of Vancouver were opened on May 3, 1976, and referred to the City Engineer for tabulation and report to the City Manager.

All tenders have been checked and are in order. Tabulations of Tenders Numbered 764 and 765, the average unit prices for major items of work included in these tenders, and a graph showing the Street Contracts Cost Index have been circulated to Council. These bids are unit priced based on quantity estimates supplied by this Department, and the total cost of the contracts may vary according to actual quantities measured during construction.

The City Engineer RECOMMENDS that:

(a) Contracts be awarded to the low tenderer as follows:

Columbia Bitulithic Limited,
Post Office Box 34225,
Postal Station 'D',
Vancouver, B.C.
V6J 4N7

Construction of P.C. Concrete Curbs and Gutters,
Asphaltic Concrete Street Pavements,
Asphaltic Concrete Street Surfacing,
and Asphaltic Concrete Lane Pavements.

(b) Contracts satisfactory to the Director of Legal Services be entered into.

(c) The bid bonds of the unsuccessful tenderers be returned."

The City Manager RECOMMENDS that the above report of the City Engineer be approved.

2. Purchase of Overhead Street Lights from B.C. Hydro

The City Engineer reports as follows:

"The City in addition to its own street lights, leases approximately 170 street lights from the B.C. Hydro. These lights are mostly the old type incandescent luminaire attached on a long pipe mast arm mounted on wooden poles in lanes and on streets where standard street lights have not yet been installed.

Approximately two years ago when the City's lane lighting program was started, the B.C. Hydro initiated a policy change to permit municipalities to attach street lights to their wooden poles for a monthly "contact" fee. To eliminate the mixture of responsibility for lights in Vancouver, the B.C. Hydro has offered to sell their remaining lights to the City effective January 1, 1976 for a lump sum of \$650, which is the depreciated value of the equipment. The equipment is still serviceable and provides some light in areas not equipped with standard lighting. Sufficient funds are available in the Revenue Budget for the purchase of the lights.

I RECOMMEND (a) that the City purchase approximately 170 overhead street lights from B.C. Hydro for the sum of \$650, (b) that the funds be provided from appropriation 8075/5127, "Rental and maintenance of B.C. Hydro Street Lighting" and (c) that account 8075/5127 be reduced by \$2950 to reflect the net saving anticipated for 1976. "

The City Manager RECOMMENDS that the above report of the City Engineer be approved.

Manager's Report, May 14, 1976

(BUILDING - 1)

BUILDING & PLANNINGRECOMMENDATION

1. Capitol Theatre Sign, 820 Granville Street - Sign Requiring Special Approval by Council.

The Director of Planning reports as follows:

"About a year ago, Neon Products Ltd. approached the Social Planning Department, then responsible for co-ordinating the efforts of the City's Granville Mall Interim Authority, with regard to the proposed sign for the remodelled Capitol Theatre on Granville Mall. The sign is to be located on a bridge type structure which will slope down from the sloping roof of the building and project 18 feet beyond the property line. The outer part of the structure is connected to the sidewalk by a vertical portion approximately 14 feet high. Six TV monitors - for showing excerpts of movies being shown in the six theatres inside the building will be located on each of the two sides of the vertical structure which are at right angles to the building. A taxi phone booth will be provided on the side facing the building.

Social Planning discussed the proposal at that time with the Planning Department, the Engineering Department and members of the Granville Mall Interim Authority. Except for two points raised by the City Engineer, the proposal was considered acceptable. The concerns of the City Engineer were:-

- (a) The lower 10 foot portion of the sign on the street must be removable in the event that it is found it creates an obstruction and its removal is required. The sign structure must therefore be designed so that it will be self-supporting, if the vertical portion has to be removed. (Section 6(2)(g) of the Sign By-law requires a minimum clearance of 10 feet for a projecting sign which projects over 4 feet into the street.)
- (b) The owner must enter into an encroachment agreement for that portion of the sign on the City Street and below the 10 foot height restriction.

Under the Encroachment By-law, the annual rental for this structure is \$15 or such other rent as recommended by the Supervisor of Property and Insurance and approved by Council. For this encroachment, the Supervisor of Property and Insurance advises that market value rental reflecting the land use of that area should be charged. The recommended annual rental is therefore \$630.

The reconstruction of the Capitol Theatre is near completion and Neon Products Ltd. has made an application for a permit to erect the sign. Because this proposed sign exceeds the sign area and the amount of projection permitted under Schedule D (Pedestrian Commercial Mall) of the Sign By-law, it will require Special approval of Council, as provided for under Section 7(3), as quoted below:

' Special approval may be given by Council for a sign in a Special Area established by Council (i.e., Gastown, Chinatown and Granville Mall) which would exceed the limitation specified for the Special Area but which would contribute significantly to the character of the area, after consultation with the relevant Special Committee and/or Board for the particular area established by the Council.'

The relevant Special Committee to be consulted in regard to special approval under Section 7(3) of the By-law was the Granville Mall Interim Authority, which, according to the City Clerk is no longer operative since it was not re-appointed by Council. However, the proposed sign for the Capitol Theatre was considered acceptable to the Granville Mall Interim Authority last year, when it was in existence.

Manager's Report, May 14, 1976

(BUILDING - 2)

Clause No. 1 Continued.

It is RECOMMENDED THAT:

- A. City Council approve the proposed Capitol Theatre sign - 820 Granville Street (Permit Application No. 916) subject to the following conditions:
 - (i) The lower 10 feet of the sign to be removable and to be removed at owner's cost when requested by the City Engineer, should he consider that such removal is necessary.
 - (ii) The owner entering into an encroachment agreement with the City for the removable portion of the sign.
- B. The City Engineer and Director of Legal Services be authorized to enter into an encroachment agreement on behalf of the City.
- C. An annual rental of \$630 be established for the encroachment and be subject to review every 2½ years.

The City Manager RECOMMENDS that the recommendations of the Director of Planning be approved.

RECOMMENDATION

- 2. Cedar Cottage N.I.P. Appropriation: Clark Park.

The Director of Planning reports as follows:

"The Concept Plan of the Cedar Cottage Neighbourhood Improvement Program as approved by City Council in November, 1974, and subsequently by the senior levels of government, placed as first priority the improvement of parks and recreation facilities in the area. The sum of \$281,340.00 was allocated in the Concept Plan for this purpose. (The sum was later added to the Beautification and Public Use Area allocation to total \$582,700.00.) Following approval of the Concept Plan, detailed design of specific parks was begun by staff of the Board of Parks and Recreation, working with the Planning Department and the Cedar Cottage N.I.P. Committee.

Implementation has begun on the first two of these parks, namely Cedar Cottage Park (formerly China Creek Park) and Brewers Park, and the Parks Board is now completing estimates for the Stage One of the work required for Clark Park. Because Clark Park is already fairly well developed, much of the work done through N.I.P. will be directed at improving or modifying existing facilities (existing tennis courts, wading pool, playing fields, fencing, etc.). The cost of this "housekeeping" work for Stage One is estimated by the Parks Board and Planning Department to be \$75,000.00.

Clause No. 2 Continued.

When planning is complete on the required new facilities for Stage Two, a second report will be prepared and forwarded to City Council.

It is recommended:

That \$75,000.00 be allocated from the Recreation Account of the Cedar Cottage Neighbourhood Improvement Program for improving facilities at Clark Park. Under N.I.P. the costs are shared as follows:

C.M.H.C.	-	\$37,500.00
Province	-	\$18,750.00
City	-	\$18,750.00"

The City Manager RECOMMENDS that the recommendation of the Director of Planning be approved.

RECOMMENDATION

3. Rezoning Application - 3730 - 3750 Fraser Street.
Applicant: Mr. John Earreira.

The Director of Planning reports as follows:

"An application has been received from Mr. John Earreira for an amendment to the Zoning and Development By-law No. 3575 whereby Lots 2 - 3, Block 30, DL 30, be rezoned from (RT-2) Two-Family Dwelling District to (C-2) Commercial District for the purpose of:

- | | |
|-----------------------|-------------------------|
| 1. Stores, main floor | 2. Suites, above stores |
|-----------------------|-------------------------|

SITE DESCRIPTION

The site has a frontage of 105 feet and a depth of 122 feet for a total site area of 12,810 square feet. The site is zoned (RT-2) Two-Family Dwelling District and each lot is developed according to our records, with a one-storey plus basement single family dwelling (See Appendix A). The lands to the east are zoned (RS-1) One-Family Dwelling District and are developed with single family dwellings of various heights and sizes. The lands on both sides of Fraser Street between East 20th and East 23rd Avenues are zoned (RT-2) Two-Family Dwelling District and are developed with one and two family dwellings, multiple conversion dwellings and a non-conforming apartment building located in the middle of the block between East 20th and 21st Avenues on the east side. The northeast corner of Fraser Street and East 21st Avenue Lot 5 is zoned (RM-3) Multiple Dwelling District and is developed with a two-storey plus cellar apartment building. The rezoning of Lot 5 to (RM-3) Multiple Dwelling District was approved by Council in February, 1954 subject to the owner entering into a registerable agreement in accordance with the development plan submitted. The Planning Department supported the application due to the difficulties of developing the site as the grade is considerably below the sidewalk of both Fraser Street and East 21st Avenues.

All of the lands on both sides of Fraser Street from East 20th to Kingsway and from East 23rd to East 28th Avenues are zoned (C-2) Commercial District and are developed commercially including some new development.

Clause No. 3 Continued.ANALYSIS

No drawings were submitted by the applicant although it is proposed to develop a building with stores at the ground level and suites above.

The Planning Department, given the above land use situation in the area, cannot support this application to rezone to (C-2) Commercial District, as it would permit an isolated commercial development of greater scale and bulk in an area primarily zoned and developed as (RT-2) Two Family Dwelling District. Furthermore, there is ample commercially zoned property on both sides of Fraser Street from East 20th to Kingsway and from East 23rd to East 28th Avenues to serve the needs of this area.

The Vancouver City Planning Commission, when considering the application at its meeting on April 7, 1976, concurred with the recommendation of the Director of Planning.

RECOMMENDATION: That the application be not approved.

The City Manager RECOMMENDS that the foregoing recommendation of the Director of Planning be approved.

RECOMMENDATION4. Wind up Proceedings - Standard Oil Co. of B.C. Ltd.

The Director of Legal Services reports as follows:

"On March 16, 1976, Council approved a certain lease of a 10-foot widening strip to Standard Oil Co. of British Columbia Ltd. Upon presentation of the lease documents to Standard Oil, its solicitor advised that as of March 30, 1976, Standard Oil transferred its business lock, stock and barrel, including all assets and interests in land, to Chevron Canada Limited. Immediately thereafter Standard Oil commenced wind-up proceedings but is still active only for the purpose of facilitating the wind-up and transfer to Chevron.

Accordingly, it is recommended that the City, Standard Oil and Chevron enter into a three-way agreement whereby the City generally consents to the assignment by Standard to Chevron of all contractual obligations presently between the City and Standard Oil, such general assignment to be in a form satisfactory to the Director of Legal Services. It is also recommended that the above-noted lease arrangement go forward with Chevron Canada Limited as the Lessee rather than Standard Oil."

The City Manager RECOMMENDS that the recommendations of the Director of Legal Services be approved.

RECOMMENDATION5. Kitsilano Neighbourhood Improvement Program - Lump Sum Payment for Child Care Groups.

The Director of Planning reports as follows:

The Kitsilano Citizens Planning Committee has been reviewing requests for Neighbourhood Improvement Program funds from community groups within Kitsilano for more than a year. Early last fall the Committee received several requests from Day-Care groups in Kitsilano for NIP funds to enable them to purchase some small equipment for these Day-Care Centres. The Committee anticipated that there could easily be more requests of this type. So rather than forwarding a large number of requests for small amounts of money to City Council, the Committee asked the Child Care groups to discuss their needs among themselves and then to make a joint request for funds which would be adequate for all their needs.

On February 4, 1976 eight Child Care groups made a joint request to the Kitsilano Citizens Planning Committee for \$3855.00 from the Neighbourhood Improvement budget (as summarized in Appendix A) in order to purchase equipment needed to ensure the efficient and adequate functioning of these Child Care services. At two previous meetings (November 26, 1975 and December 17, 1975) the Committee had approved in principle requests from the Child Care programs operating out of Bayview School and the Kitsilano Moms and Tots Group in Kitsilano Neighbourhood House on the understanding that these two would be included in the "lump sum" request when it was presented. The total amount approved at these earlier meetings was \$2750.00 (also summarized in Appendix A). The total amount, therefore, which was approved by the Committee was \$7000.00. Details of the requests from all the groups are included in Appendix B.

The Kitsilano Area Planner concurred with the Committee's approval.

Central Mortgage and Housing Corporation was somewhat concerned that the time commitment required from those receiving NIP funds may be difficult to achieve in this instance, as one or more of these Child Care groups could disband at any time. However, as a coincidence, the Child Care groups in Kitsilano had already decided to form a non-profit society to help look after the interests of these groups. It is therefore anticipated that, should one of the groups receiving equipment purchased with NIP funds fold, then their equipment can be distributed to the other Child Care groups in the area by the Society which is just now forming. CMHC is agreeable to this arrangement.

It is therefore recommended that:

City Council approve the expenditure of up to \$7,000.00, (seven thousand dollars, ~~\$1750~~ City, ~~\$1750~~ Provincial, \$3500 Federal) from the Kitsilano Neighbourhood Improvement Program Social Facilities Budget for the purpose of purchasing the equipment for various Child Care groups as noted in Appendix B."

The City Manager RECOMMENDS that the recommendation of the Director of Planning be approved.

FOR COUNCIL ACTION SEE PAGE(S) 144

A-6

MANAGER'S REPORT, May 14, 1976 (FIRE - 1)

FIRE AND TRAFFIC MATTERS

CONSIDERATION

1. Street Closures in Gastown and Chinatown to Accommodate Festival Habitat

The City Engineer reports as follows:

"In letters dated March 25, 1976 and May 4, 1976, Mr. Lorenz von Fersen, representative of the Habitat Festival Society, requested that certain streets in Gastown and Chinatown be closed to vehicular traffic on Friday, June 4, 1976, Saturday, June 5, 1976 and Sunday, June 6, 1976 to accommodate Festival Habitat street activities.

Separately, these proposals are:

1. Gastown

(a) Friday June 4, 1976 6:00 p.m. to 1:00 a.m., Saturday, June 5, 1976

The streets requested to be closed are Water Street from Abbott Street to Carrall Street, Alexander Street from Carrall Street to Columbia Street, Carrall Street from Powell Street to its north end, and Abbott Street from Water Street to its north end. (Appendix A).

The events this day will include opening ceremonies and musical performances primarily confined to a main stage located at the northeast corner of Maple Tree Square.

During construction of the stage, which will begin at approximately 12:00 noon on Friday June 4, 1976, the applicant will provide the necessary precautions for vehicular traffic.

(b) Saturday, June 5, 1976 10:00 a.m. to 1:00 a.m., Sunday, June 6, 1976

The streets requested to be closed are Water Street from Cordova Street (at Richards Street) to Carrall Street, Alexander Street from Carrall Street to Columbia Street, Cambie Street from the lane north of Cordova Street to its north end, Abbott Street from the lane north of Cordova Street to its north end, and Carrall Street from Powell Street to its north end. (Appendix B).

The event will include music and performances primarily confined to the main stage at Maple Tree Square and a second stage located on the northeast corner of Cambie Street and Water Street. Further festivities include a marching band which will assemble at Maple Tree Square and proceed west on Water Street, along the northern sidewalk of Cordova Street to the Canadian Pacific Railway Station and return via the same route.

(c) Sunday June 6, 1976 (9:30 a.m. to 6:00 p.m.)

The streets requested to be closed are Water Street from Cordova Street (at Richards Street) to Carrall Street, Alexander Street from Carrall Street to Columbia Street, Cambie Street from the lane north of Cordova Street to its north end, Abbott Street from Cordova Street to its north end, Carrall Street from Cordova Street to its north end, Powell Street from Carrall Street to Columbia Street, Columbia Street from Powell Street to Cordova Street, and Cordova Street from Columbia Street to Cambie Street. (Appendix C.)

The Cordova Street closure is required to accommodate a bicycle race between 9:30 a.m. and 12:00 noon following a routing along Water Street, Abbott Street, Cordova Street, Columbia Street and Powell Street. During this time, the north side of Cordova Street will be closed with the south side remaining open for buses.

Continued on Page 2. . .

MANAGER'S REPORT, May 14, 1976 (FIRE - 2)

Clause No. 1 Continued

The bicycle race is similar to the annual Gastown Bicycle race in which no problems have been encountered in the past.

Further festivities will again include performances primarily confined to the two stages and a repeat of the marching bands' route through Gastown.

Between the various street activities, the merchants will be granted access to their premises to replenish their stock.

2. Chinatown

(a) Friday, June 4, 1976 6:00 p.m. to 9:00 p.m., Sunday, June 6, 1976

The street requested to be closed is Pender Street from Jackson Avenue to Gore Avenue.

The event will include performances on a stage located on the north side of Pender Street immediately east of Gore Avenue, as well as a street bazaar, an outdoor marketplace, and many exhibits. (Appendices A, B & C.)

(b) Sunday, June 6, 1976 (12:00 noon to 4:30 p.m.)

The streets requested to be closed are Pender Street from Gore Avenue to Carrall Street, excluding the intersection at Main Street, and Columbia Street from the lane north of Pender Street to the lane south of Pender Street.

The main attraction will be a parade featuring the Lion and Dragon dancers. This parade will commence at Maple Tree Square, as part of the Gastown festivities and then proceed on the sidewalk of Columbia Street to Chinatown to perform for the remainder of the afternoon. (Appendix C.)

There will be little disruption to transit throughout the three-day period and the necessary bus re-routing can be readily accommodated.

The Police Department will provide special attention for all the events in Gastown and Chinatown and the festival organizers will provide marshals to assist with pedestrian control.

The representatives of the Habitat Festival Society will ensure that all structures are removed from the streets immediately following the events.

There are no objections to the proposal from a Traffic Engineering standpoint.

Should Council approve the applicant's request for closure of the streets to vehicular traffic in the locations and on the dates specified in Sections 1 and 2 of the above report, such approval should be subject to the following conditions:

1. The applicant enter into an arrangement satisfactory to the Director of Legal Services indemnifying the City against all claims that may arise from the proposed closures. Such indemnity to be in the form of Insurance in which the City of Vancouver is named insured.
2. That any food concessions be approved by the City Health Department.
3. That all relevant licences be obtained by the applicant prior to the event.
4. That any structures or attachments to street furniture on the street be approved by the City Engineer.
5. That unrestricted access be provided for emergency vehicles.

Council is advised that the additional cost (approximately \$2000) of street cleaning and temporary traffic control associated with these street closures will be applied against the appropriation established for Habitat activities."

The City Manager submits the above report of the City Engineer for Council's CONSIDERATION.

MANAGER'S REPORT, May 14, 1976 (FIRE - 3)

CONSIDERATION

2. City Operations on a Four Day Week or Nine Day Fortnight - Turn Down Traffic Volume

The City Engineer reports as follows:-

"Late in 1974, the City set up a Council Committee to evaluate possible Urban Demonstration programs to be submitted by the City for Federal funding. Among the ideas approved by the Committee and Council was the Turn Down Traffic Volume project. When the Urban Demonstration program was cancelled, this project was approved, entirely separately, for funding by the Transportation Development Agency (T.D.A.), the research arm of Transport Canada. T.D.A. provided funding in the amount of \$500,000. over two years. Approval of this major project - the only one actually funded of the many City proposals - is a major achievement for the City and provides the opportunity (and the obligation) for the City to show leadership in this field.

It is important to restate the benefits which we hope to attain in an overall sense through the Turn Down Traffic Project. Relatively small changes - in the order of 10 to 15% - in car occupancy through carpooling and in peak travel demand through changed working times, will permit the existing street system to handle increased downtown employment. We have calculated that these changes will allow us to handle downtown growth which would require an additional \$100,000,000. in capital expenditures to provide access with the same level of difficulty we experience today. It is, therefore, important for the City to take the lead in all phases of this project and demonstrate the feasibility of achieving these goals.

In Project Turn Down Traffic Volume's overall program of reducing traffic congestion in Vancouver, one of the methods of achieving this goal is through an alteration of the typical five-day-a-week, 9 to 5 (or similar hours) work pattern. We hope to lead the way and encourage employers and employees to work one of a variety of working hour schemes which would reduce the peak demand in the morning and evening rush, and are examining the administrative feasibility of these various schemes for implementation in the City. As part of the City's leadership efforts, a survey of City workers was conducted, with the cooperation of the unions, to find out which of the various possible alternatives might be acceptable to the employees. The results of that survey are as follows:-

<u>Inside Workers</u>			<u>Outside Workers</u>		
Alternative	Number of Responses	%	Alternative	Number of Responses	%
Retain present hours	65	(8%)	Retain present hours	228	(33%)
Staggered hours	20	(3%)	4-Day Week	366	(53%)
Flexible hours	100	(13%)	9-Day Fortnight	96	(14%)
4-Day Week	412	(52%)	TOTAL	690	(100%)
9-Day Fortnight	192	(24%)			
TOTAL	789	(100%)			

Due to differences in working arrangements, it was not possible to offer all of the alternatives to outside workers. However, in both cases it is clear that a majority of those surveyed would prefer a 4-Day workweek, although there is a significant group of outside workers wishing to retain the existing hours.

The Manager's Advisory Committee has met on three occasions to discuss this question. There will be administrative problems in implementing any scheme which involves changed working times; however, MAC does believe that suitable schemes should be possible in the various departments. The purpose of this report is to obtain Council's direction on the types of changed working hour schemes which might be acceptable so that planning to deal with the administrative problems can proceed.

Continued on Page 4.

MANAGER'S REPORT, May 14, 1976 (FIRE - 4)

Clause No. 2 Continued

FOUR DAY WEEK:

Implementation of a 4-day workweek would contribute greatly in reducing traffic volume peaks which occur on Mondays and Fridays. Friday in particular is the worst day of the week from a traffic perspective, with traffic volume averaging 7 to 10% higher than on other weekdays. In addition, regardless of which particular day is not worked, there would be a net reduction of 20% of all work trips on a weekly basis, with resultant cost savings to staff. Since just under 2 hours would have to be added to each day working to maintain the work week, there would also be a significant shift in the timing of travel demand. From a management perspective, less sick time would be required since employees could schedule medical appointments and similar activities on their day off.

NINE DAY FORTNIGHT:

Similar advantages, although lesser in scale, apply to a 9-day fortnight in which employees work 9 days in 2 weeks with approximately an extra hour on each of the 9 days. Once again the major reduction in travel demand would take place on a Friday or Monday, when traffic volumes are higher. The addition of an hour to the working day would also change the time of day when local traffic demand peaks, although to a lesser extent than would be the case of a 4-day week.

FLEXIBLE HOURS:

Flexible work hour schemes would have a lesser impact on travel demand than either a 4-day week or 9-day fortnight, however, as the name implies, such changes could be implemented in certain operations reasonably easily.

OPENING HOURS:

Both the 9-day fortnight and flexible hour schemes would operate over the normal work week, that is, City Hall would be open from Monday to Friday for normal (present) working hours. The extra time, before or after opening hours, would give staff the opportunity to carry out clerical and other work without interruption. However, because of the irregular nature of these hours, there would be problems of communication and administration within City Hall. The existing problem of scheduling meetings and obtaining necessary signatures and approvals would be increased.

A 4-day week could operate either of 2 ways:-

- (a) within the framework of a conventional 5-day week,
- (b) with the City Hall open only 4 days a week, but open for a longer period each day.

If a 4-day week is adopted within the framework of a 5-day open period, it will probably not be possible to apply a 4-day week uniformly across all departments, due to staff limitations and the need to provide minimum staffing of some functions during all open hours. We would probably, therefore, be restricted on this basis to being open only normal working hours. However, if Council wished to consider operating City Hall on a 4-day a week basis, it would be entirely practical to have City Hall open, say, from 8:30 a.m. to 6:00 p.m. While there would be a reduction in the daily availability of City Hall by a 4-day open period, the extra open time each day would provide a much improved access for citizens who are unable to come to City Hall during their working hours. After a period of adjustment, (similar to that when Saturday mornings were abandoned) reasonable acceptance can be anticipated.

MANAGER'S REPORT, May 14, 1976 (FIRE - 5)

Clause No. 2 Continued

In developing a proposal for Council's approval on changed working times for the City, this basic question of hours to be open for the public, must be resolved. If Council requires that the City Hall remain open for 5 days a week, the degree of implementation of changed working times will probably be much less complete and involve many more administrative problems than would be the case if Council was prepared to consider a 4-day a week open period, with a longer open period on each of the 4 days. The majority of Department heads believe a 4-day week with a 4-day open period is practicable.

As noted above, there are many administrative details to be worked out between the City and staff before any changed working hours can be implemented. The intent of this report is to obtain policy direction from Council so that administrative planning and necessary discussion with the unions can proceed to implement Council's policy. Any implementation will be subject to the following restrictions:-

- i) no overall increase in cost to the City;
- ii) hours of work, holiday adjustments and other working conditions to be acceptable to the unions;
- iii) all changes to be temporary for the duration of the Turn Down Traffic Volume Project (the end of 1977) and cancellable by the City or the Unions before that date, if either party finds the operation of the scheme unacceptable after a suitable trial.

This report has been reviewed by the V.M.R.E.U., C.U.P.E. Local 1004, Metropolitan Nurses Association, and Foremen's Association. The I.B.E.W. are not prepared to reach an "in principle" conclusion without a detailing of the proposal. The Nurses Association are prepared to accept this report as a basis for discussion. The Foremen's Association have not yet responded, but would in any case be precluded from participating because of the position taken by C.U.P.E. Local 1004. C.U.P.E. Local 1004 although supporting the principle of the project earlier, and responding to the questionnaire with a 2/3 response in favour of a four day week or nine day fortnight, have now stated they are not interested in considering a four day week with a nine or ten hour work day. At a Membership meeting on April 13, 1976 their Local indicated that, "It was the objective of their Membership to achieve shorter hours of work and not just re-arrange the existing hours. If the City wishes to discuss hours of work with the Union, they should do so across the bargaining table." In the circumstances, a change in working hours for the Outside Workers is not possible.

The V.M.R.E.U. have advised that they are enthusiastic about the suggestions in this report and look forward to the development of detailed proposals. They believe strongly that the benefits of a four day open period for scheduling staff and public accessibility make this the preferred choice.

The City Engineer RECOMMENDS that:-

- (a) Council approve implementation of a program of changed work hours for City Hall and Health Department employees, subject to the restrictions stated above;
- (b) Council consider a 4-day open period for this program."

The City Manager submits the matter to Council for CONSIDERATION.

MANAGER'S REPORT, May 14, 1976 (FIRE - 6)

CONSIDERATION

3. Street Closure - Robson Street from Burrard Street to Thurlow Street for Festivities Related to Habitat

The City Engineer reports as follows:

"On May 4, 1976, City Council resolved:

'that the City Manager be requested to investigate and report, in consultation with the Robson Street Merchants, whether Robson Street could be closed to vehicular traffic on June 5, 1976.'

In a letter dated May 4, 1976 to the Mayor's Office, Mr. H.E. Arfin, representing Habitat Forum, requests, among other things, that a street in Vancouver be closed to vehicular traffic during Habitat. The desired date for the closure is June 5, 1976.

In discussions, it was agreed that Robson Street, from Burrard Street to Thurlow Street, would be appropriate for this purpose on Saturday, June 5, 1976, from 9:00 a.m. to 11:00 p.m.

The purpose of this street closure, as stated by Mr. Arfin, is to provide a demonstration program for Habitat to show that people are more important than automobiles and that dense urban areas can be centres for peace, quiet and pedestrian safety. This closure is requested to coincide with World Environment Day, June 5, 1976, on which, apparently, a downtown street will be closed in many urban centres throughout the world.

The events will include photo mural exhibitions, concerts, plays, lectures and other performances confined primarily to a tent theatre, a stage and a three-dimensional aluminum structure, all erected on the street.

Mr. R. Yacht, representative of the Robson Street Merchants, advises that the merchants are in agreement with this proposal and will integrate their plans for a marketplace into the festivities.

The closure and programme have been discussed with Mr. D. Dunlop, Executive Assistant to the Commissioner General, Mr. J. McNeil of Canadian Habitat Secretariat, and he advises that the Secretariat are in agreement to the closure of Robson Street and the planned programme. However, he advises that funds are not available from the Canadian Habitat Secretariat and would request the City provide the necessary funding required for the street cleaning and traffic control.

Although Robson Street from Burrard Street to Thurlow Street is part of the main escort route for Habitat Secretariat, the Police Department have agreed to arrange an alternate route for the day.

There will be considerable disruption to transit, but B.C. Hydro will accommodate the necessary bus re-routing.

The representatives of the Habitat Forum will ensure that all structures are removed from the streets immediately following the events.

There are no objections to the proposal from a Traffic Engineering standpoint.

Should Council approve the applicant's request to close to vehicular traffic Robson Street from Burrard Street to Thurlow Street on Saturday, June 5, 1976 from 9:00 a.m. to 11:00 p.m., such approval should be subject to the following conditions:

1. The applicant enter into an arrangement satisfactory to the Director of Legal Services indemnifying the City against

MANAGER'S REPORT, May 14, 1976 (FIRE - 7)

Clause No. 3 Continued

all claims that may arise from the proposed closure. Such indemnity to be in the form of insurance in which the City of Vancouver is named insured.

2. That any food concessions be approved by the City Health Department.
3. That all relevant licences be obtained by the applicant prior to the events.
4. That any structures to be erected on the street or any attachments to street furniture be approved, before installation, by the City Engineer.
5. That unrestricted access be provided for emergency vehicles.
6. That the street activity programme be to the satisfaction of the Director of Social Planning.

Council is advised that the additional cost (approximately \$600) of street cleaning and temporary traffic control associated with this closure will be applied against the appropriation established for Habitat activities."

The City Manager submits the above report of the City Engineer for Council's CONSIDERATION.

FOR COUNCIL ACTION SEE PAGE(S) 144-54/47

Manager's Report, May 14, 1976 (FINANCE - 1)

FINANCE MATTERS

RECOMMENDATION

1. Automatic Typewriter - Planning Department

The Administrative Analyst reports as follows:

"On July 9th, 1974, when considering the overall staffing levels in the Planning Department, Council approved a recommendation of the City Manager that the City enter into a rent-to-purchase agreement for one Memory Typewriter for a period of six months in order to ascertain the effectiveness of this type of equipment in the Planning Department. Subsequently, one unit was tested and found to be not completely satisfactory.

Subsequently, Council approved the City Manager's recommendation of June 20th, 1975, to lease four competitive automatic typewriter systems in order that a comprehensive evaluation of currently available equipment could be carried out.

As a result of investigations by the Administrative Analyst of the methods and work flow through the Staff Services Division, it was concluded that two positions could be eliminated by the purchase of an automatic typewriter and by some minor procedural changes to the work flow within the department.

Cost Savings:

The two positions being eliminated were included in the 1976 Planning Department budget for a total of \$21,087.00 (including fringe benefits). Both positions are presently vacant.

The sum of \$812.00 (Clerk Steno III - 1 month) will be required to allow for vacation relief for the Recording Secretary of the City Planning Commission. No funds were allocated in the budget for this purpose because of the existing Steno II vacancy.

Equipment Costs:

The automatic typewriter which appears to most adequately meet the needs of the Planning Department is an IBM Mag Card II. This machine can be purchased for \$14,040.00 in which case an additional \$515.00 per year would be required for a Service Contract, or it can be leased at \$3,840.00 per year, service included. Whereas the City has previously leased this type of equipment, the Administrative Analyst advises that this unit should be purchased outright; the Director of Finance concurs.

In order to make optimum use of the automatic typewriter, and to improve the work flow through the Staff Services Division, additional dictating and transcribing equipment will be required. The Administrative Analyst and the Administrative Officer have concluded that a total of 10 dictaphones and 3 transcribers will suffice at this time. The total cost of this ancilliary equipment will be approximately \$3,900.00.

SUMMARY

Annual Cost Reduction	\$21,087.00
Less Additional Annual Costs:	
Typewriter Service	\$515.00
Vacation Relief	<u>\$812.00</u>
	<u>1,327.00</u>
Net Annual Reduction	<u>\$19,760.00</u>
Capital Cost of Equipment	<u>\$18,900.00</u>

The Director of Finance advises that the necessary funds are available in the Departmental Budget.

Clause #1 continued:

RECOMMENDATION

As Administrative Analyst, I RECOMMEND as follows:

1. That the two vacant stenographic positions in the Planning Department be eliminated.
2. That an IBM Mag Card II Selectric Typewriter be purchased for approximately \$15,000 (including 7% Sales Tax) and that 10 Dictaphones and 3 Transcribers be also purchased for approximately \$3,900, including tax.
3. That the necessary funds to purchase this equipment and to cover the annual costs be transferred within the Departmental Budget.

The City Manager RECOMMENDS that the foregoing report of the Administrative Analyst be approved.

2. Staff Requirement - Inspection Services

The Director of Housing reports as follows:

"C.M.H.C. has approved the capital funding for construction of a 6-storey building containing 173 hostel housing units, at the S.E. corner of Dunlevy Avenue and Alexander Street in the Downtown Eastside. The estimated total development cost is \$2,998,776. It is expected that construction will commence very shortly and will require seven - eight months for completion.

The contract between the City of Vancouver Public Housing Corporation and the Contractor (Intercon Management Limited), provides for some inspection services by the Consultant Architects. These services are minimal in nature and scope. The project is of such magnitude, detail and importance that full-time on-site inspection services of the type normally provided by a "Clerk of Works" is necessary. The estimated costs of such inspection services have been incorporated into the total development costs, and as such, are totally recoverable. It is estimated that the costs of providing for such full-time services of that of a Clerk of Works for this particular housing development is \$12,000. The application to C.M.H.C. which capital funding had been approved by them, included a sum of \$15,000 for such and other associated services. The position of Clerk of Works in this instance would be that of a term nature and would terminate on the completion of the housing development.

It is a requirement and responsibility of the Public Housing Corporation to supply a full-time qualified Clerk of Works on the project. The Director of Housing RECOMMENDS that the Clerk of Works report directly to and be responsible to the City Architect.

The Director of Personnel Services has reviewed the duties of the proposed position and recommends the position be classified as a Clerk of Works Class Specification No. 249-2, Pay Grade 24 (\$1294 - \$1546 per month.)

The Director of Housing therefore RECOMMENDS that a full-time position of Clerk of Works be established for a term until completion of construction of the housing development (approximately seven - eight months.)"

The City Manager RECOMMENDS that the Recommendations of the Director of Housing be approved.

Manager's Report, May 14, 1976 (FINANCE - 3)

3. F.P. - 28, Cordova Lodge (Hard to House Facility)

On April 27th, 1976, Council approved a report of the Standing Committee on Housing and Environment which recommended the immediate appointment of a Manager for Cordova Lodge and which referred staffing and budget requirements to the City Manager.

Construction of this facility is virtually completed; initial tenants should be able to occupy the structure on July 1st, 1976.

Under the Federal/Provincial partnership agreement of April 25th, 1975, the Federal and Provincial Governments accepted responsibility only for those operating deficits which could be attributed to the housing function, plus amortization of the capital costs. For all other costs, including meal service, other sources of funding must be established. Appendix A (attached) differentiates between those costs attributable to the housing function and those attributable to other services. At the staffing level proposed, the costs to the City would be approximately \$234,000 per year before application of any revenues received from the Vancouver Resources Board, the Department of Veteran Affairs or the Alcohol and Drug Commission. Funding from these sources has not been confirmed but is shown in Appendix A for the information of Council.

The operation of the meal service is to be by contract and it is proposed that it be established on the same arrangement as the Continental Hotel. During the initial 18 month period, a high degree of flexibility and control by the City is necessary to establish staff requirements; menu patterns; hours of operation; to encourage maximum use by residents; customer acceptance of menu items; pricing structures, etc. Under a contract by tender, the control would rest with the contractor and flexibility would be severely limited by the terms of the contract. Prior to establishing the cafeteria services at the Continental, the major contractors in this field were investigated and Canadian Food Service Management Ltd. was selected as the most appropriate for this type of service. They are retained at the Continental on a cost plus a fixed fee agreement.

At this time, negotiations are proceeding with the B.C. Housing Management Commission with regard to their approval of the staffing for the housing function; and with the Vancouver Resources Board with regard to the funding of the total operation. In the event that firm commitments are not completed prior to the occupancy date, it is proposed to operate the facility to provide housing only on a basis which would be in accordance with the partnership agreement and under which all costs would be chargeable to the partnership.

The Comptroller of Budgets advises that if this report is approved, funding would be provided from Contingency Reserve pending reimbursement by the Partnership.

In view of the foregoing, the City Manager RECOMMENDS as follows:

1. That an interim appropriation of \$15,000 for capital costs for start-up, plus \$25,000 for an operating fund to be authorized. The City to be reimbursed for this amount by the Partnership on approval of the budget by the B.C.H.M.C. Interim financing to be provided from Contingency Reserve.
2. That subject to confirmation of the B.C. Housing Management Commission, the following additional positions be established:
 - 1 Assistant Administrator
 - 3 Floor Supervisors
 - 2 Building Service Workers
3. That the following additional positions, being in excess of that required to support the housing function, be authorized subject to funding commitments being completed to the satisfaction of the City Manager:
 - 1 Floor Supervisor (Permanent)
 - 4 Floor Supervisors (Temporary, subject to review in 12 mos.)
 - 1 Building Cleaner

Cont'd . . .

4. Suggestions Meriting Awards

The City Manager has received the following report from the Employee Suggestion Plan Committee:

"SUGGESTIONS MERITING AWARDS:

A. Suggestion No. 193

The Suggestor designed a low speed chain saw for the removal of deteriorated expansion joints during the periodic maintenance of bridge decks. On April 10th, 1973, City Council approved an interim award of \$100.00. Further evaluation of this suggestion indicated that there was considerable savings over the method previously used and the Committee agreed that a total award of \$600.00 was warranted. The Committee therefore recommends a further award of \$500.00.

B. Suggestion No. 262

The Suggestor recommended the inclusion of stamped self-addressed envelopes with tax notices.

Comment:

As part of the overall development of the new tax system, stamped self addressed envelopes were included with tax billings. The direct costs are somewhat greater than the direct savings. However, indirect savings have accrued through more efficient operations among the cashiers and, a more convenient service to the taxpayers. The Committee recommends an award of \$25.00.

C. Suggestion No. 263

The Suggestion is a change in design of a steel rod connector unit.

Comment:

The revised connectors were used on a trial basis and found superior to the previous units used. The estimated saving to the City is \$85.00 per year for this suggestion. The Committee recommends an award of \$25.00.

D. Suggestion No. 264

The Suggestor proposed lubrication of the spindles in fire hydrants. Without lubrication, the fire hydrants were stiff; and in some cases, the spindle would break when operated.

Comment:

As a result of this Suggestion, a more rigorous hydrant maintenance program has been instituted. The lubrication of the spindle referred to by the Suggestor is part of the new maintenance program. The Committee recommends an award of \$50.00 for this suggestion.

E. Suggestion No. 267

The Suggestor proposed the removal of waistband buttons from the uniforms of City employees.

Comment:

Whereas the present supplier advises that no cost savings could be realized, the Committee has requested the Purchasing Department to include this suggestion as an alternative when uniforms are purchased again. In view of the fact that no cost savings could be realized at this time, but anticipating an undetermined cost saving in the future, the Committee recommends an award of \$15.00.

Manager's Report, May 14, 1976 (FINANCE - 5)

Clause #4 continued:

F. Suggestion No. 268

The Suggestor proposed a registration book recording all work orders relating to street cuts.

Comment:

This register accumulates requests by Utility Companies for street cuts, thus ensuring the co-ordination of this type of work. The information provided by this system is more useful and more readily available than was provided by the old system. The Committee recommends an award of \$25.00.

SUMMARY OF RECOMMENDATIONS:

The Suggestion Committee recommends that the following awards be made, as outlined in the foregoing report:

Suggestion No. 193	\$ 500.00	to Ernest Crepnjak Streets & Structures, Engineering
Suggestion No. 262	\$ 25.00	to Robbin Farell Treasury Div., Finance
Suggestion No. 263	\$ 25.00	to Alexander Anderson Equipment Branch, Engineering
Suggestion No. 264	\$ 50.00	to Wolfgang Schlechter Waterworks, Engineering
Suggestion No. 267	\$ 15.00	to Shirley E. Ciacco Police Department
Suggestion No. 268	\$ 25.00	to Gilbert H. Berry Streets, Engineering
TOTAL AWARDS:		<u>\$ 640.00</u>

The Director of Finance advises that \$640.00 is available in Account No. 7090/905 for 1976 Suggestion awards."

The City Manager RECOMMENDS that the foregoing recommendations of the Employee Suggestion Plan Committee be approved.

INFORMATION

5. Claims: Sunset Ice Rink

The Director of Legal Services reports as follows:

"Concerning the letter of April 26th, 1976 from Mr. J. Wong to the City Clerk in reference to the damage to private dwellings in the area of Sunset Ice Rink, the City has been notified of 25 claims arising from this operation.

The claims range in value on an individual basis from \$140.00 to \$2,085.00 as estimated by a contractor retained by the insurers for the contractor of the ice rink. The total value of the combined claims could be in the area of \$23,000.00.

In letting the contract for this project the contractor was required to show proof of adequate insurance coverage to protect against any damage that might occur as a result of the contractor's operations. The contract holds that the contractor will be responsible for any damage as a result of

Cont'd . . .

Manager's Report, May 14, 1976 (FINANCE - 6)

Clause #5 continued:

their operations. As soon as the complaints of damage were known the contractor was advised. The insurers for the contractor retained experts to assess the damage and give an opinion on responsibility. The experts opinion is that the contractors operations did not cause the damages being claimed.

In the circumstance, should the City voluntarily pay any of these claims, they would not only be relieving the contractor's insurers of their responsibility but without a Court judgment it would put the City in a difficult position to recover from the contractor. To recover the City would have to sue the contractor under the terms of the contract and try to convince the Court that the contractor was in violation of the contract."

The City Manager SUBMITS the foregoing report for the INFORMATION of Council.

DELEGATIONS: Mr. J. Wong and Mr. L. Flint

FOR COUNCIL ACTION SEE PAGE(S) 138 & 147

PERSONNEL MATTERSRECOMMENDATION1. Summer Hours, 1976 -
Inside and Related Staff

The Director of Personnel Services reports as follows:

"Summer hours of work for employees who normally work 9:00 a.m. - 5:00 p.m. were adjusted to 8:30 a.m. - 4:30 p.m. on a trial basis for the months of June, July and August of 1973 as a result of a demand by the Vancouver Municipal and Regional Employees' Union during 1972 contract negotiations. A similar adjustment was also in effect in 1974, having been approved by Council resolution on May 7, 1974 and in 1975 by Council Resolution of May 13, 1975. The Union has asked that summer hours be instituted again in 1976 pending any change in hours resulting from the Turned Down Traffic Volume Project.

A survey of Department Heads was conducted in July, 1973 to evaluate the positive and negative effects of summer hours as they related to efficiency, service to the public and cost.

The results indicated that the change to 8:30 a.m. - 4:30 p.m. did not have a great deal of impact one way or the other, but that on balance, the positive effects outweighed the negative ones. The costs to the City were minimal and the majority reaction of Department Heads were favourable. The effects on service to the public appeared to be negligible.

The change to summer hours for June, July and August of 1976 has been discussed with the Department Heads in the light of the 1975 experience. Most have no objection to the change. However, it has been agreed that the following groups will maintain their winter hours:-

1. Queen Elizabeth Theatre - all staff
2. Police Department - a few clerical police support staff.

Also, inside employees of the Parks Board would work from 8:45 a.m. to 4:30 p.m. with the regular 45 minutes for lunch, as was the case last summer.

I recommend that the hours of work for employees under the jurisdiction of the V.M.R.E.U. who normally work between 9:00 a.m. - 5:00 p.m. be adjusted to 8:30 a.m. - 4:30 p.m. for the months of June, July and August of 1976, or until a change of hours is implemented as a result of the Turned Down Traffic Volume Project (to ensure the transition occurs over weekends, summer hours should commence Monday, May 31st through to Friday, September 3rd, 1976) with the above noted exceptions.

I further recommend that this arrangement be extended to Excluded and Senior Staff, Electrical Inspectors, Electrical Technicians. The Fire Chief has advised that it would not be practical to adjust the hours of the Fire Wardens).

The above recommendations have been discussed with the Unions involved who have indicated their agreement."

The City Manager RECOMMENDS that the foregoing recommendation of the Director of Personnel Services be adopted.

FOR COUNCIL ACTION SEE PAGE(S) 147

Manager's Report, May 14, 1976.....(PROPERTIES - 1)

PROPERTY MATTERS

RECOMMENDATION

1. Mortgage of Two Leases by City to R.E. Porter Ltd.

The Director of Legal Services reports as follows:

"City-owned lots 2,3 and 4, Block 123, District Lot 541 (situate south-east corner of Granville and Pacific) are currently under lease to R.E. Porter Ltd. until September 1, 1980 and thereafter from year to year. Similarly Lots 7 and 8, Block 122, District Lot 541 (situate e/s 1400 block Howe Street) are under lease to R.E. Porter Ltd. until May 1, 1980 and thereafter from year to year. In both cases the year to year arrangement is subject to cancellation upon six months' notice. Again in both cases the property is in use as a parking lot. R.E. Porter Ltd. have now asked the City to consent to a mortgage of these leases because, in the course of arranging a mortgage for property which does not concern the City, the Bank has requested a mortgage of these leases as additional security because the leases provide parking for the Porter-owned sites. The Supervisor of Property and Insurance has no objections to these mortgages.

It is therefore RECOMMENDED that the City consent to a mortgage of these leases, such consent to the documented in a manner acceptable to the Director of Legal Services."

The City Manager RECOMMENDS that the recommendation of the Director of Legal Services be approved.

2. Establishment for Road Purpose-
Property situated North east corner
of King Edward and Ontario

The Supervisor of Property & Insurance reports as follows:

"Lot 3, Block S₂ 1, D.L. 630, Plan 1168. Situated Northeast corner of King Edward and Ontario was acquired by tax sale in 1938 and has been reserved to provide for future widening of King Edward Avenue.

The City Engineer has requested the Supervisor of Property & Insurance to establish the south seven feet of this lot for road purposes prior to the lot being marketed. The estimated value of this 7'x 100' strip is placed at \$4500.00.

It is therefore RECOMMENDED that the south seven feet of Lot 3, Block S₂ 1, D.L. 630, Plan 1168 be established for road purposes and the Formal Resolution establishing the same and submitted concurrently with this report be passed by Council with the costs of this strip to be charged to the Engineer's account.

The City Manager RECOMMENDS that the foregoing recommendation of the Supervisor of Property & Insurance be approved.

Manager's Report, May 14, 1976..... ..(PROPERTIES - 2)

3. Establishment for Road Purposes -
Property situated W/S Commercial
and North of Kingsway

The Supervisor of Property & Insurance reports as follows:

"On April 13, 1976, Council approved the dedication of Lots 52 to 55, South part of Block 12 and adjoining one foot of Block 14, D.L. 352, Plan 1536, situated W/S Commercial and North of Kingsway for road purposes, the lots to be paid for out of N.I.P. funds. In order to establish these lots for road purposes, a Formal Resolution of Council is required by the Land Registry Office.

It is therefore RECOMMENDED that Lots 52 to 55, South part of Block 12 and adjoining one foot of Block 14, D.L. 352, Plan 1536 be established as road and that the formal Resolution establishing the same and submitted concurrently with this report be passed by Council."

The City Manager RECOMMENDS that the foregoing recommendation of the Supervisor of Property & Insurance be approved.

4. Amendment to Lease of Premises
at 250 Terminal Avenue

The Supervisor of Property & Insurance reports as follows:

"On February 10, 1976, Council approved a lease of Lot 16, Block A2, D.L. 2037 known as 250 Terminal Avenue to Spearhead Chemicals, for a term February 1, 1976 to December 31, 1988.

I have now been advised by the Manager of Spearhead Chemicals that they propose to change the name of their company to Cedarroof Canada Ltd., which is a subsidiary of the parent company.

RECOMMENDED that the resolution of Council, February 10, 1976 approving the lease of Lot 16, Block A2, D.L. 2037 known as 250 Terminal Avenue to Spearhead Chemicals, be amended to show the Lessee as being Cedarroof Canada Ltd."

The City Manager RECOMMENDS that the foregoing recommendation of the Supervisor of Property & Insurance be approved.

Manager's Report, May 14, 1976.....(PROPERTIES - 3)

5. Special Survey Area 46th Avenue to
47th Avenue West of Boundary Road,
NE 1/4 D.L. 339

The City Engineer, The Director of Legal Services and the Supervisor of Property and Insurance report as follows:

"On March 29, 1966, City Council passed a resolution requesting the Attorney-General to order a Special Survey of the area between 46th Avenue and 47th Avenue between Boundary Road and Arlington Street.

Although the field work was completed in 1966 the final report was not finalized. The City Surveyor appointed to carry out this Special Survey passed away just prior to completion of his report. The Attorney General recently appointed the present City Surveyor to complete this survey.

The report to the Honourable the Attorney General of the Special Survey of the area is now finalized except for the following:

The order for the Special Survey made in 1966 required the City of Vancouver to provide the field work at no charge to the survey. Other costs were to be borne by the private owners and the City in direct proportion to the land each owned within the area being surveyed. On this basis the City will be required to pay 71.46 per cent of the costs. All costs were expended 10 years ago when the survey was made and the owners notified. The total money spent was \$30.48 for registered mail. On the pro rata basis each private owner would be required to pay approximately 75 cents. To bill and collect this minimal amount would cost the City much more than would be collected. If after the hearing on the Special Survey, compensation is to be paid, such payment would be made in accordance with the Special Survey Act.

Prior to the order for the Special Survey the owner of Lot 25, Blocks 3 and 4, made application to acquire a portion of the adjacent City owned Lot 26. The portion of the lot was not sold as the City was about to request a special survey in the area. After determination of the location of the occupations within the special survey area, it was found that the house situated on Lot 25 would have almost no side yard to the south. The owner of Lot 25 again made application to acquire a portion of the City lot and in 1966 it was agreed that the City would sell 8 feet of Lot 26 for consolidation with Lot 25. The negotiated value for the 8 foot strip was \$1,000 which was considered fair and equitable and the Special Survey plan in 1966 created a new lot 41 feet in width. The sale of this portion of Lot 26 was held in abeyance pending completion of the survey which was expected to be finalized in 1966. The owner of Lot 25 is the same as in 1966 and he still wishes to proceed with the acquisition of the 8 feet of the adjacent City lot on the basis originally negotiated.

As it was agreed in 1966 that the acquisition would be made and the Special Survey surveyed this lot as 41 feet, the owner has fenced, landscaped and used the 8 feet since 1966. It is considered prudent that the sale be finalized at this time so as not to encumber the Special Survey Report with this matter.

In order to provide the 8 foot strip it is necessary to have the approval of the Approving Officer to divide Lot 26 into the North 8 feet and the remainder. The remainder will be only 25 feet which is below the size which can be approved currently under Section 38 of the Subdivision Control By-law. In order for the approval to be granted Council would have to exempt this subdivision from the provisions of Section 38 of the Subdivision Control By-law. Such exemption to be given on the understanding that on the completion of the Special Survey the remainder of Lot 26 will immediately be subdivided with adjacent lands meeting the current said Section 38.

The City Engineer, The Director of Legal Services and the Supervisor of Property and Insurance RECOMMEND that the City absorb all costs of the Special Survey up to the time the report is forwarded to the Attorney General.

It is further RECOMMENDED that Lot 26, Blocks 3 and 4, Northeast Quarter D.L. 339, be subdivided into the North 8 feet and the remainder. This subdivision be exempt from the provisions of Section 38 of the Subdivision Control By-law thereby permitting the Approving Officer to approve the subdivision.

Manager's Report, May 14, 1976.....(PROPERTIES - 4)

Clause #5 (Cont'd)

It is further RECOMMENDED that the North 8 feet of Lot 26 be sold to the adjacent owner of Lot 25 for \$1,000 and that the said 8 feet be consolidated with the said Lot 25."

The City Manager RECOMMENDS that the above recommendations of the City Engineer, The Director of Legal Services and the Supervisor of Property and Insurance be approved.

FOR COUNCIL ACTION SEE PAGE(S) 148

MANAGER'S REPORT

May 10, 1976

TO: Vancouver City Council

SUBJECT: Action by City Council on Proposed Expansion of Vancouver International Airport.

CLASSIFICATION: CONSIDERATION

The Director of Planning reports as follows:

"On April 6th, 1976, City Council held a Public Meeting to receive briefs concerning the proposed expansion of Vancouver International Airport. Speakers at the meeting raised a great number of points, both for and against the proposed expansion. For Council's use, the Planning Department has summarized the major points and concerns in tabular form. This table is attached as Appendix A. It needs to be emphasized that this table is necessarily a simplification of some very complex issues and is subject to all the pitfalls usually associated with reducing complexity.

The Planning Department is still of the opinion that the arguments on either side are not yet proven and that the most reasonable course of action to take at the present time is to deliberately postpone a decision. Our opinion is based on two observations.

- (1) There is little or no need to make a decision now. The Ministry of Transport's own projections of traffic demand can be handled by the present runway system until 1983 without even changing air traffic control methods so as to reduce peak hour volumes. Given that a five-year period may be needed to construct any new runway facility, this still allows another two years in which a decision can be made.
- (2) There are enough reasonable doubts about the desirability of expansion to warrant additional work before making a decision. A further two years would allow a considerably better judgement as to whether air traffic demand will be likely to continue to increase at presently projected rates. It will also permit noise mitigation procedures to be implemented and tested before starting construction. This is essential since there is considerable doubt that the planned procedures are effective and feasible. Finally, another two years can better assure that the proposed runway will be constructed in a manner compatible with the surrounding community and the ecology of the area, especially that of the Fraser River Estuary and Delta. Procedures to reduce environmental impact need to be more fully detailed and demonstrated effective before a decision is made.

The Director of Planning, therefore, RECOMMENDS that:

- (1) Council resolve that it supports the decision option titled "The Case for Postponing a Decision on Expansion of Vancouver International Airport Unless and Until Certain Vital Conditions Are Met" (from the Airport Planning Committee Final Report and attached to this report as Appendix B). This option has been supported by City staff to date.
- (2) Council send a letter to the Minister of Transport, informing him that it believes the case for or against expansion at Vancouver International Airport has not yet been made and recommending that he postpone the decision on expansion. Council support of the above referenced decision option should be stated and the necessity for implementation and trial of all feasible noise mitigation procedures should be emphasized."

The City Manager submits the above recommendations of the Director of Planning for Council CONSIDERATION.

FOR COUNCIL ACTION SEE PAGE(S) 148

STANDING COMMITTEE OF COUNCIL
ON
HOUSING AND ENVIRONMENT

May 6, 1976

A meeting of the Standing Committee of Council on Housing and Environment was held on Thursday, May 6, 1976, at 2:00 p.m. in the No. 1 Committee Room, Third Floor, City Hall.

PRESENT: Alderman Harcourt, Chairman
Alderman Bird
Alderman Boyce
Alderman Cowie
Alderman Rankin

CLERK: J. Thomas

The Minutes of the meeting of April 29, 1976, were adopted.

INFORMATION:

1. Painted Wall Signs

At its meeting on March 11, 1976, when discussing the removal of billboards and roof signs from areas adjacent to bridge approaches and freeways, the Committee expressed concern about advertisements and signs painted on buildings and requested a report from City staff.

In a Manager's Report dated April 13, 1976, (circulated) the Director of Planning and Director of Legal Services advised under Section 8 (3) of the Sign By-law only approved supergraphics and wall murals were permitted. Painted wall signs were not permitted. Before Sign By-law No. 4810 was enacted on October 8, 1974, signs painted directly on walls were not controlled and permits were not required. Such signs became non-conforming after Sign By-law No. 4810 came into effect and therefore could not be ordered removed until after October 8, 1979.

The report pointed out because permits were not required the City had no inventory of numbers or locations and therefore difficulty was anticipated in determining whether a newly painted wall sign was a new addition or a repainting of an existing sign, which is permitted under Section 8 (11) of the By-law.

Various methods of controlling inventories of signs had been examined with a view to formulating policy and enforcement. However, methods were costly in terms of equipment and staff time, and therefore no budget requests had gone forward, although it was expected the situation would be reviewed and recommendations for action would be formulated in due course.

Reference was made to the Coca-Cola sign at 83 West Pender Street which had activated the Committee's original concern. It was pointed out the sign was a repainting of an earlier sign, thus meeting the requirements of the By-law. The removal of the sign could not be enforced until after October 8, 1979.

Following discussion, it was

RESOLVED,

THAT the Manager's Report dated April 13, 1976, be received.

RECOMMENDATION:

2. Trails and Access Program for B.C.

The Committee had for consideration a brief of the Outdoor Recreation Council of B.C. (on file in the City Clerk's Office) and a communication dated March 26, 1976, (circulated) reviewing the

Cont'd . . .

Standing Committee of Council
on Housing and Environment
May 6, 1976

Clause 2 Cont'd

brief and requesting endorsement of the following three principles for subsequent submission by Council to the Provincial Government:

- a. the need for co-ordinated urban trails systems in a regional context;
- b. the need for a Provincial fund to be available for municipalities, regional districts, and public groups to apply for financial assistance for trail planning, construction and maintenance;
- c. the need for designated responsibilities for a Provincial Government agency (for example, The Outdoor Recreation Branch); a Government technical co-ordinating committee (representing provincial, regional, and municipal government jurisdictions); and a Trails Advisory Committee (representing public groups, industry, private and Native landowners, and municipalities.)

Mr. Alan Carter, Co-ordinator for the Outdoor Recreation Council appeared before the Committee and advised there was wide-spread public interest and concern in access to the countryside and the designation and upkeep of recreational trails of all kinds. Vancouver, with approximately one-quarter of the population of B.C. was a wide-spread user for a variety of recreational pursuits - hiking, horse riding, trail bikes and motorcycles, mountaineering, hunting, angling, skiing, cross-country skiing, and snow shoeing, etc.

The Council was hopeful a trails inventory would be commenced this summer under the Provincial Government's student employment program. Terms of reference for the proposed Provincial Trails Advisory Committee would include a study to recommend a Provincial policy on trails and access including guidelines and priorities for development.

The Outdoor Recreation Council was requesting municipalities support the brief by passing a resolution for endorsement and informing the Minister of Recreation and Travel Industry of such endorsement.

Alderman Cowie, Council's representative on the North Fraser River Study Group, advised the Mayor had referred the brief to him for study and upon review he fully supported the principles put forward by the Outdoor Recreation Council. The North Fraser River Study Group was concerned about trails and river access and was implementing a demonstration park this summer so Vancouver residents could see the potential of recreational riverside areas. He felt each municipality in the Province should initiate at least one trail this year.

Alderman Cowie added the North Fraser River Study Group would be meeting with The Honourable Grace McCarthy, Minister of Recreation and Travel Industry, on May 31, 1976, and he invited Mr. Carter to attend and discuss the brief with the Minister directly. Alderman Rankin and Alderman Boyce also indicated their interest in attending the meeting and Alderman Rankin agreed to accompany the delegation to Victoria if necessary.

Alderman Bird, Chairman of the G.V.R.D. Parks Committee referred to efforts to make trails in the regional district more enjoyable to a larger section of the population. A large budget would not be required to initiate a Province-wide program and he supported the request for more leadership from the Provincial Government.

After further discussion, it was
RECOMMENDED,

THAT the basic provisions of the Outdoor Recreation Council of B.C. brief and the three recommendations outlined above be approved and a letter of endorsement be sent to the Minister of Recreation and Travel Industry.

The meeting adjourned at approximately 2:30 p.m. FOR COUNCIL ACTION SEE PAGE(S) 151
* * * *

II

PART REPORT TO COUNCIL
STANDING COMMITTEE OF COUNCIL
ON COMMUNITY SERVICES

MAY 6, 1976

A meeting of the Standing Committee of Council on Community Services was held on Thursday, May 6, 1976, in the No. 1 Committee Room, Third Floor, City Hall, at approximately 3:30 P.M.

PRESENT: Alderman, Rankin, Chairman
 Alderman Boyce
 Alderman Marzari
 Alderman Sweeney

ABSENT: Alderman Volrich

COMMITTEE CLERK: H. Dickson

INFORMATION

1. Morning Star Educational Society - Grant Request

The Committee had before it for consideration a letter from Ms. Roz Goodman, President of the Morning Star Educational Society, together with a constitution of the Society and other material submitted by her (copy circulated).

Ms. Goodman is seeking a grant of \$2000.00 to rent a house or to have the City provide a building for the Society's use, plus operating funds.

Her request had previously been forwarded to the Director of Social Planning for a report to the Community Services Committee but Ms. Goodman appeared this date to give a brief description of the aims of the Morning Star Educational Society, which has recently been incorporated.

She explained the Society is a spiritual one which is dedicated to re-educating the public on the basic values of love, peace, truth, freedom and justice and of giving to one another.

Following brief discussion, it was

RESOLVED

THAT the verbal submission of Ms. R. Goodman of the Morning Star Educational Society be received and the Committee await the report of the Director of Social Planning on the Society's grant application.

2. "Dance Machine" Cabaret - Interim Report

The Community Services Committee, at its meeting on March 25, 1976 resolved that the Police Department and the Downtown Community Resources Board submit monthly reports to the Community Services Committee on the operation of the "Dance Machine", that copies of such reports be provided to the operators of the "Dance Machine" and that the Community Services Committee review the operation of the "Dance Machine" in three months.

The Committee had before it for consideration the first of such monthly reports, dated April 29, 1976, from Ms. Pam Sleeth of the Gastown Team of the Vancouver Resources Board (copy circulated) which listed three incidents of juveniles being apprehended on the premises of the "Dance Machine" in March and April 1976.

Clause No. 2 Continued

Mr. Sid Savard, Manager of the "Dance Machine", appeared before the Committee and presented the Chairman with a comprehensive written report dated May 6, 1976 which documented visits by the Police and Vancouver Resources Board workers to this establishment between Friday, March 26, 1976 and Sunday, April 25, 1976, and what occurred on each visit (copy circulated).

Upon reading the report, the Chairman noted the operators of the club seem to be improving the operation.

The Committee was told the times listed for all three incidents reported in the Gastown Team's report do not match the information the operators of the "Dance Machine" have compiled by four floor watchers.

In particular, the manager stated that PC-422 did not enter the "Dance Machine" on March 27th, as indicated in the Gastown Team's report, nor did a social worker named in the Gastown Team's report appear on the premises on April 10, 1976, as indicated in the Gastown Team's report.

The Committee, noting the discrepancies between the two reports felt that the accuracy of the Gastown Team's report should be verified, and following discussion, it was

RESOLVED

- A. THAT copies of the report submitted by the Manager of the "Dance Machine" be received and circulated to members of the Community Services Committee and the Gastown Team of the Vancouver Resources Board;
- B. THAT the police and members of the Gastown Team be requested to verify the accuracy of their report dated April 29, 1976 and that they attend the Community Services Committee meeting when their next report is submitted to the Committee and at such time be prepared to discuss the discrepancies between their report of April 29, 1976 and that submitted this date by the manager of the "Dance Machine".

CONSIDERATION

3. Transportation for the Elderly and Disabled

The Committee had before it for consideration a lengthy report dated April 30, 1976 (copy circulated) from the Director of Social Planning, accompanied by a one-page summary Manager's Report, dated April 30, 1976, in which the Director of Social Planning reported as follows:

"This is a one page summary of the attached 9 page report "Special Transportation for the Elderly and Disabled". The report deals with the transportation needs of the disabled population of Vancouver who are unable to use the existing B.C. Hydro bus service. The report does not address the problems encountered by disabled persons using the existing B.C. Hydro bus service.

After assessing the Vancouver situation and considering systems in operation in other cities we have come to the following conclusions.

- 1. There are approximately 4,800 disabled persons of all ages in Vancouver who cannot use the B.C. Hydro bus system and for whom there is no existing satisfactory transportation service.

Clause No. 3 Continued

- " 2. Transportation for the disabled should be publicly funded and managed as is regular transit. Currently transportation for the disabled is funded and operated as a charity or welfare service.
3. The best way of providing transportation for the disabled who cannot use the B.C.Hydro service is by a demand-responsive, flexible route, door-to-door, dial-a-bus type service using specially adapted vehicles.
4. In Vancouver the most expedient way to develop such a system would be by expanding and improving the Wheelchair Taxi (I.D.) service of the B.C.Lions Society for Crippled Children (Easter Seals). To do this would require a considerable increase in government support both in financing and management. As there is no current Provincial policy on transportation for the disabled we suggest that City representatives meet with Provincial officials to work out satisfactory cost-sharing and management agreements. Until this can be accomplished the City should provide a grant of \$80,000 to the Society to maintain the taxi wheelchair service at the current level and fare until the end of 1976 (NOTE: the Society requested a civic grant in 1976 but action was delayed pending completion of this report).

The Director of Social Planning RECOMMENDS THAT

1. Council consider a grant of \$80,000 to the B.C.Lions Society for Crippled Children for the period June 1975 to December 1976.
2. Community Services Committee request the Chairman and members of the Community Services Committee and the Director of Social Planning to meet with the Ministers of Municipal Affairs and Human Resources to discuss Management and Financing of transportation services for the disabled and report back to City Council on the results of these meetings. "

Representatives of the B.C. Lions Society for Crippled Children (Easter Seals), the Social Planning and Review Council's Panel on the Handicapped, and representatives from organizations for the handicapped, and representatives of the Social Planning Department appeared before the Committee on this matter.

A representative of the Social Planning Department reviewed the comprehensive report which took several months to prepare and during discussion, it was noted that the B.C. Lions Society for Crippled Children (Easter Seals) is the only non-profit organization in the transportation business for the disabled and that eight of its twelve vans are used in the City of Vancouver, yet their service is meeting only 17% of the wheel chair and 5% of the ambulatory potential demand for their special transportation.

The organization charges an average one-way fare of \$1.70 but cannot expand its service due to lack of funds. A grant of \$80,000, which the Director of Social Planning is recommending Council should consider, would permit the Society to hold its fare to \$1.70 for a one-way trip.

The Committee inquired what amount of funding would be required to provide the service for a \$1.00 one-way fare and was told by the Social Planning representative the figure would be \$791,000.00 per year. However, this figure would be to provide transportation for all handicapped persons.

For approximately \$140,000.00, the Society (with it purchasing additional vehicles from its own funds, bringing to eleven the number operating in the City) could maintain the existing level of service but at a reduced fare of \$1.00 one-way trip.

Clause No. 3 Continued

It was also noted during discussion that the City Engineering Department recently purchased two van-type vehicles for use by City personnel as part of the turn down traffic volume project and that these vehicles might also be available during certain hours for transportation of handicapped persons.

Following discussion, it was

RESOLVED

THAT the City Engineer be requested to report to the Community Services Committee on the feasibility of using the two vans recently purchased by the City for the turn down traffic volume project for the transportation of disabled persons (including the elderly);

and it was

RESOLVED

THAT Council CONSIDER the following alternatives:

- a) A grant of \$110,713.00 to the B.C. Lions Society for Crippled Children (\$80,000.00 of which would cover the period from June 1975 to December 1976 at a one-way fare of \$1.70, and \$30,713.00 of which would provide service at a \$1.00 per one-way fare from July 1st, 1976 to December 31st 1976

or

- b) A grant of \$80,000.00 to the B.C. Lions Society for Crippled Children for the period June 1975 to December 1976;

and

- c) Request the Chairman and members of the Community Services Committee and the Director of Social Planning to meet with the Minister of Municipal Affairs and Human Resources to discuss management and financing of transportation services for the disabled and report back to City Council on the results of these meetings.

The meeting adjourned at approximately 4:50 P.M.

FOR COUNCIL ACTION SEE PAGE(S) 151-2

PART REPORT TO COUNCILSTANDING COMMITTEE OF COUNCIL
ON FINANCE AND ADMINISTRATIONIII

May 13, 1976

A meeting of the Standing Committee of Council on Finance and Administration was held in the No. 3 Committee Room, third floor, City Hall on Thursday, May 13, 1976 at approximately 1:30 p.m.

PRESENT: Alderman Volrich, Chairman
Alderman Bowers
Alderman Marzari
Alderman Sweeney

ABSENT: Alderman Kennedy

COMMITTEE CLERK: G. Barden

RECOMMENDATION1. 1976 Grant Request - Vancouver Art Gallery

The Committee considered a Manager's report dated May 5, 1976 (copy circulated) in which the Director of Finance detailed the Vancouver Art Gallery's requested grant of \$317,928 for 1976. The City grant is based, historically, on the amount required to cover the costs of building maintenance, janitorial services, insuring of the Collection, and basic curatorial and security costs.

The Vancouver Art Gallery requested a total of \$292,348 for operating and maintenance estimates for 1976. The following is a summary of 1976 operating and maintenance estimates recommended for approval in the Manager's report. Detailed explanations of these estimates are included in the Manager's report:

*Summary of Revised 1976 Cost Estimate recommended for
Operating and Maintenance

	1976 Revised Estimate
Salaries	\$133,216
Security	42,951
Janitorial & Services Purchased	23,523
Fuel	6,700
Power	8,900
Insurance	9,800
Miscellaneous Expenses	3,700
Minor Repairs	<u>4,300</u>
Total 1976 recommended revised Estimate	<u>\$233,090 *</u>

The Art Gallery's grant request included a total of \$22,980 for major building repair and N.N.R. items, of which the following five items are recommended for approval in the Manager's report:

*Replace Door at Receiving Entrance & Lane	\$ 1,200
Re-Roofing	15,000
Repair Rear Wall of Building	820
Repair Front Doors	700
Vacuum Cleaners	<u>900</u>
	<u>\$18,620 *</u>

Cont'd . . .

Standing Committee of Council 2
on Finance and Administration
May 13, 1976

Clause #1 continued:

The Art Gallery reported that they are concerned about the re-wiring of the dark room and requested that an amount of \$1,200 for this item be given high priority.

The following is a summary of the requested grant, including those items of major repairs and operating costs not recommended:

*Recommended Grant:		
Operating Maintenance	\$233,090	
Major Building Repairs & new & non recurring	<u>18,620</u>	
Total Recommended Grant		\$251,710
Add:		
Deletion of request for City to assume the cost of the Business Manager & Associate Director		54,378
Reduction of funding for Miscellaneous items, as explained in the budget detail to reflect actual needs		4,880
Major Repairs and new and non recurring:		
Reduction of initial request		3,300
Items not recommended		<u>3,660</u>
Total Art Gallery 1976 request		<u>\$317,928</u>

Following discussion it was

RECOMMENDED

THAT City Council approve a grant of \$252,910 (which includes \$1,200 for re-wiring of dark room) to the Vancouver Art Gallery for the period January 1, 1976 to December 31, 1976.

FOR COUNCIL ACTION SEE PAGE(S) 152